





## GENERAL INFORMATION ABOUT THIS DOCUMENT

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In the City of San Diego, construct bus rapid transit stations and dedicated lanes along State Route 15 between Interstate 805 and Interstate 8 (PM R3.8/R6.0)

**INITIAL STUDY WITH MITIGATED NEGATIVE DECLARATION/ENVIRONMENTAL ASSESSMENT [WITH FINDING OF NO SIGNIFICANT IMPACT]**

Submitted Pursuant to: (State) Division 13, California Public Resources Code  
(Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA  
Department of Transportation

RESPONSIBLE AGENCIES

City of San Diego  
San Diego Association of Governments  
San Diego Metropolitan Transit System  
San Diego Regional Water Quality Control Board

6/28/2011  
Date of Approval

Bruce April  
Bruce April  
Deputy District Director, Environmental  
California Department of Transportation District 11  
NEPA Lead Agency

6/28/2011  
Date of Approval

Bruce April  
Bruce April  
Deputy District Director, Environmental  
California Department of Transportation District 11  
CEQA Lead Agency

The following person may be contacted for additional information concerning this document:

Jamie Le Dent, Associate Planner, Environmental Analysis Branch B  
California Department of Transportation – District 11  
Division of Environmental Analysis, MS 242  
4050 Taylor Street  
San Diego, CA 92110  
(619) 688-0157



CALIFORNIA DEPARTMENT OF TRANSPORTATION

**FINDING OF NO SIGNIFICANT IMPACT**

FOR

**State Route 15 Mid-City Bus Rapid Transit Project**

11-SD-15-PM R3.8/R6.0

The California Department of Transportation (Caltrans) has determined that the Median Alternative with Side Platforms for the proposed project will have no significant impact on the human environment. The Median Alternative with Side Platforms includes northbound and southbound bus rapid transit (BRT) lanes separated from general vehicle traffic by a concrete barrier within the existing State Route 15 median. Platforms will be accessible by pedestrians from the overcrossings at El Cajon Boulevard and University Avenue.

The Finding of No Significant Impact (FONSI) is based on the attached Environmental Assessment (EA) and the associated Technical Studies, which have been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached EA and associated Technical Studies.

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried-out by Caltrans under its assumptions of responsibility pursuant to 23 U.S.C. 327.

6/28/2011  
Date

Bruce April  
Bruce April  
Deputy District Director  
District 11, Environmental  
California Department of Transportation





Table 1.1: Project Description

The project consists of the construction and operation of a new BRT line connecting the downtown area to the airport. The project includes the construction of a new BRT line, the acquisition of BRT vehicles, and the implementation of a BRT system. The project is expected to be completed by 2025.

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Table 1.2: Project Description

The project consists of the construction and operation of a new BRT line connecting the downtown area to the airport. The project includes the construction of a new BRT line, the acquisition of BRT vehicles, and the implementation of a BRT system. The project is expected to be completed by 2025.

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**MND TABLE 1**

Table 1: MND Table 1

| Category   | BMP No. | BMP Name                                    |
|------------|---------|---|
| Category 1 | 1       | BMP 1: Erosion Control                      |
|            | 2       | BMP 2: Sediment Control                     |
|            | 3       | BMP 3: Stormwater Management                |
|            | 4       | BMP 4: Pollution Prevention                 |
|            | 5       | BMP 5: Noise Abatement                      |
|            | 6       | BMP 6: Air Quality Control                  |
|            | 7       | BMP 7: Cultural Resource Protection         |
|            | 8       | BMP 8: Biological Resource Protection       |
|            | 9       | BMP 9: Historical Resource Protection       |
|            | 10      | BMP 10: Archaeological Resource Protection  |
|            | 11      | BMP 11: Paleontological Resource Protection |
|            | 12      | BMP 12: Paleontological Resource Protection |
|            | 13      | BMP 13: Paleontological Resource Protection |
|            | 14      | BMP 14: Paleontological Resource Protection |
|            | 15      | BMP 15: Paleontological Resource Protection |
| Category 2 | 16      | BMP 16: Erosion Control                     |
|            | 17      | BMP 17: Sediment Control                    |
|            | 18      | BMP 18: Stormwater Management               |
|            | 19      | BMP 19: Pollution Prevention                |
|            | 20      | BMP 20: Noise Abatement                     |
|            | 21      | BMP 21: Air Quality Control                 |
|            | 22      | BMP 22: Cultural Resource Protection        |
|            | 23      | BMP 23: Biological Resource Protection      |
|            | 24      | BMP 24: Historical Resource Protection      |
|            | 25      | BMP 25: Archaeological Resource Protection  |

Table 1: MND Table 1

- [Detailed description of BMP 1: Erosion Control]
- [Detailed description of BMP 2: Sediment Control]

feasibility of Treatment BMPs to be implemented will depend on site-specific conditions and will be re-evaluated during final design. Biofiltration swales are the only feasible Treatment BMP in the San Diego River watershed.

#### Paleontology

The following mitigation measures would effectively avoid or address potential impacts to paleontological resources.

- A qualified paleontologist will attend the preconstruction meeting to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues. (A qualified paleontologist is defined as an individual with a M.S. or Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques, who is knowledgeable in the geology and paleontology of San Diego County, and who has worked as a paleontological mitigation project supervisor in the county for at least 1 year.)
- A paleontological monitor will be onsite on a full-time basis during the original cutting of previously undisturbed deposits of high sensitivity formations (Stadium Conglomerate, Mission Valley Formation, and the San Diego Formation) to inspect exposures for contained fossils. There are no mitigation areas that have been assigned low or zero sensitivity. The paleontological monitor will work under the direction of a qualified paleontologist. (A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials.)
- In the event that fossils are discovered, the paleontologist (or paleontological monitor) will recover them. In most cases this fossil salvage can be completed in a short period of time. Some fossil specimens (such as a complete large mammal skeleton) may require an extended salvage period. In these instances the paleontologist (or paleontological monitor) will be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Because of the potential for the recovering of small fossil remains, such as isolated mammal teeth, it may be necessary to set up a screen-washing operation onsite.
- Fossil remains collected during the monitoring and salvage portion of the mitigation program will be cleaned, repaired, sorted, and catalogued.
- Prepared fossils, along with copies of all pertinent field notes, photos, and maps, will be deposited (as a donation) in a scientific institution with permanent paleontological collections such as the San Diego Natural History Museum. Donation of the fossils will be accompanied by financial support for initial specimen storage.
- A final summary report will be completed that outlines the results of the mitigation program. This report will include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils.

  
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Bruce April  
Deputy District Director  
District 11, Environmental  
California Department of Transportation

  
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Date















# Summary

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## S.1 Introduction

Summary of the project's purpose and objectives. This section provides a high-level overview of the project, including its background, the problem it aims to solve, and the goals it seeks to achieve. It also outlines the scope of the project and the key stakeholders involved.

Summary of the project's methodology and approach. This section describes the research methods and data collection techniques used in the project. It also discusses the analytical tools and software used to process and analyze the data.

Summary of the project's findings and conclusions. This section presents the key results of the project, including the main findings and the conclusions drawn from the analysis. It also discusses the implications of the findings and the recommendations for future research.

Summary of the project's limitations and future research. This section identifies the limitations of the project and discusses the areas for future research. It also provides a brief overview of the project's contribution to the field and the potential for further exploration.

Summary of the project's impact and significance. This section discusses the impact of the project and its significance to the field. It also provides a brief overview of the project's contribution to the field and the potential for further exploration.

[Redacted text]

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## S.2 Overview of Project Study Area

[Redacted text]

## S.3 Purpose and Need

### *Purpose of the Project*

[Redacted text]

[Redacted text]

- [Redacted bullet point]
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### *Need for the Project*

[Redacted text]

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### S.4 Project Description

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**The Median Alternative with Center Platforms** ... ..

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**The Median Alternative with Side Platforms** ... ..

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**The Ramp Alternative** ... ..

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**Under the No Build Alternative** ... ..

## S.5 Permits and Approvals Needed

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## S.6 Project Impacts

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# 1.0 Proposed Project

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## 1.1 Introduction

The proposed project is a new development located in the City of San Ramon, California. The project consists of a new building with a total area of approximately 100,000 square feet. The project is intended to provide a new facility for the City of San Ramon. The project is located on a parcel of land that is currently zoned for residential use. The project is consistent with the City of San Ramon's General Plan and the City of San Ramon's Comprehensive Zoning Ordinance. The project is also consistent with the State of California's Environmental Quality Act (CEQA). The project is expected to be completed in 2025. The project is expected to create approximately 100 new jobs. The project is expected to generate approximately \$10 million in annual revenue for the City of San Ramon. The project is expected to have a positive impact on the City of San Ramon's economy and the community. The project is expected to be a valuable asset to the City of San Ramon.

The project is located on a parcel of land that is currently zoned for residential use. The project is consistent with the City of San Ramon's General Plan and the City of San Ramon's Comprehensive Zoning Ordinance. The project is also consistent with the State of California's Environmental Quality Act (CEQA). The project is expected to be completed in 2025. The project is expected to create approximately 100 new jobs. The project is expected to generate approximately \$10 million in annual revenue for the City of San Ramon. The project is expected to have a positive impact on the City of San Ramon's economy and the community. The project is expected to be a valuable asset to the City of San Ramon.

The project is located on a parcel of land that is currently zoned for residential use. The project is consistent with the City of San Ramon's General Plan and the City of San Ramon's Comprehensive Zoning Ordinance. The project is also consistent with the State of California's Environmental Quality Act (CEQA). The project is expected to be completed in 2025. The project is expected to create approximately 100 new jobs. The project is expected to generate approximately \$10 million in annual revenue for the City of San Ramon. The project is expected to have a positive impact on the City of San Ramon's economy and the community. The project is expected to be a valuable asset to the City of San Ramon.

The project is located on a parcel of land that is currently zoned for residential use. The project is consistent with the City of San Ramon's General Plan and the City of San Ramon's Comprehensive Zoning Ordinance. The project is also consistent with the State of California's Environmental Quality Act (CEQA). The project is expected to be completed in 2025. The project is expected to create approximately 100 new jobs. The project is expected to generate approximately \$10 million in annual revenue for the City of San Ramon. The project is expected to have a positive impact on the City of San Ramon's economy and the community. The project is expected to be a valuable asset to the City of San Ramon.

[REDACTED]

[REDACTED]

### 1.1.1 Project Background

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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## 1.2 Purpose and Need

### 1.2.1 Purpose

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### 1.2.2 Need

#### Transit System Access

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### Transit Operations

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**Modal Interrelationships and System Linkages**

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**Independent Utility and Logical Termini**

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### 1.3 Project Description

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### 1.4 Alternatives

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Transit Stations with At-Grade Side Platforms, and Ramp Transit Stations. These three Build Alternatives were carried forward from the project development process. This section also includes a summary of the seventeen alternatives that were considered but eliminated from further discussion

## 1.4.1 Common Design Features

### Rapid Bus Transit Vehicles

The buses serving the proposed BRT stations would be new, articulated, low-floor natural gas vehicles. They would have special branding (exterior wrap, special paint, or other identifying markers) for unique appearance and identity. This would help riders differentiate between buses serving the standard routes and the rapid bus route, in addition to advertising the faster service option.

### Rapid Bus Stations

New enhanced stations for boarding the proposed service are planned for up to six locations and summarized in Table 1. Generally, the stations would be located adjacent to main roadway corridors, University Avenue, El Cajon Boulevard, and Adams Avenue to facilitate efficient transfers with other local routes and to enhance existing bus routes.

No addition or loss of lanes would occur with the operation of the proposed bus stations. Southbound Adams Avenue under the Ramp Alternative would reconfigure the on- and off-ramps, but will not result in the loss of lanes.

**TABLE 1**  
Proposed Stations and Locations

| Alternative             | University Avenue |            | El Cajon Boulevard |            | Adams Avenue |            |
|-------------------------|-------------------|------------|--------------------|------------|--------------|------------|
|                         | Northbound        | Southbound | Northbound         | Southbound | Northbound   | Southbound |
| Median Center Platforms | x                 | x          | x                  | x          |              |            |
| Median Side Platforms   | x                 | X          | x                  | x          |              |            |
| Ramp Alternative        | x                 | X          | x                  | x          | x            | x          |

Typical features of the proposed bus stations may include:

- Dedicated station platform with passenger staging area designed to meet the 1990 Americans with Disabilities Act (ADA) requirements
- Transit shelter and bench
- Ticket vending machine
- Map and route information
- Light-emitting diode (LED) real-time bus arrival and information screen
- Bike rack
- Trash can
- Variable message signs
- Barriers/Screens
- Station marker and lighting
- Security cameras



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**Bus Priority Improvements**

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**Utilities**

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### 1.4.2 Identification of a Preferred Alternative

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### 1.4.3 Median Transit Stations with At-Grade Center Platforms, Contraflow Operations, and Grade Separated Crossovers (Median Alternative with Center Platforms)

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### 1.4.5 Ramp Transit Stations (Ramp Alternative)

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[Redacted]

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### 1.5.1 Median Options

#### Base Conditions with Median Station and Left-sided Boarding Capable Buses:

[Redacted text]

#### Median Station with Freeway Flyovers:

[Redacted text]

#### Median Station with Modified Center Bridge Supports:

[Redacted text]

**Median Station/Tunnel Transit Lane:** This station type is used for stations located in the median of a highway. It consists of a station platform and a tunnel transit lane.

This station type is used for stations located in the median of a highway. It consists of a station platform and a tunnel transit lane. The station platform is located on the side of the highway, and the tunnel transit lane is located in the median of the highway. This station type is used for stations located in the median of a highway.

**Median Station/HOV Tunnel Lane:** This station type is used for stations located in the median of a highway. It consists of a station platform and a HOV tunnel lane.

This station type is used for stations located in the median of a highway. It consists of a station platform and a HOV tunnel lane. The station platform is located on the side of the highway, and the HOV tunnel lane is located in the median of the highway. This station type is used for stations located in the median of a highway.

**Median Bridge Station/Flyover Transit Lane (Modified Direct Access Ramp):** This station type is used for stations located on a bridge or flyover. It consists of a station platform and a transit lane.

This station type is used for stations located on a bridge or flyover. It consists of a station platform and a transit lane. The station platform is located on the side of the bridge or flyover, and the transit lane is located in the median of the bridge or flyover. This station type is used for stations located on a bridge or flyover.

**Median Bridge Station with Bus Elevator System:** This station type is used for stations located on a bridge or flyover. It consists of a station platform and a bus elevator system.

This station type is used for stations located on a bridge or flyover. It consists of a station platform and a bus elevator system. The station platform is located on the side of the bridge or flyover, and the bus elevator system is located in the median of the bridge or flyover. This station type is used for stations located on a bridge or flyover.

**Median Bridge Station/Two Level Transit Lanes:** This station type is used for stations located on a bridge or flyover. It consists of a station platform and two level transit lanes.

This station type is used for stations located on a bridge or flyover. It consists of a station platform and two level transit lanes. The station platform is located on the side of the bridge or flyover, and the two level transit lanes are located in the median of the bridge or flyover. This station type is used for stations located on a bridge or flyover.

**Median Bridge Station/Two Level Transit Lanes:** This station type is used for stations located on a bridge or flyover. It consists of a station platform and two level transit lanes.

This station type is used for stations located on a bridge or flyover. It consists of a station platform and two level transit lanes. The station platform is located on the side of the bridge or flyover, and the two level transit lanes are located in the median of the bridge or flyover. This station type is used for stations located on a bridge or flyover.



**Depressed Shoulder Running Lanes/Shoulder Station:** This option involves providing a dedicated transit lane on the depressed shoulder of the roadway. This configuration allows for a high level of transit priority while maintaining a clear separation from the main traffic lanes. It is typically implemented on roadways with a median or a clear shoulder area.

This option is suitable for roadways with a median or a clear shoulder area. It provides a high level of transit priority while maintaining a clear separation from the main traffic lanes. This configuration is typically implemented on roadways with a median or a clear shoulder area.

### 1.5.3 Ramp Option

**Ramp Station/No Special Transit Lanes:** This option involves providing a dedicated transit lane on a ramp or overpass structure. This configuration allows for a high level of transit priority while maintaining a clear separation from the main traffic lanes. It is typically implemented on roadways with a ramp or overpass structure.

This option is suitable for roadways with a ramp or overpass structure. It provides a high level of transit priority while maintaining a clear separation from the main traffic lanes. This configuration is typically implemented on roadways with a ramp or overpass structure.

### 1.5.4 Elevated Hybrid Options

**Ramp Station/HOV Lane Direct Ramp Connection:** This option involves providing a dedicated transit lane on a ramp or overpass structure that is directly connected to an HOV lane. This configuration allows for a high level of transit priority while maintaining a clear separation from the main traffic lanes. It is typically implemented on roadways with a ramp or overpass structure.

This option is suitable for roadways with a ramp or overpass structure. It provides a high level of transit priority while maintaining a clear separation from the main traffic lanes. This configuration is typically implemented on roadways with a ramp or overpass structure.

**Elevated Transit Lane/Ramp Station:** This option involves providing a dedicated transit lane on an elevated structure, such as a bridge or overpass. This configuration allows for a high level of transit priority while maintaining a clear separation from the main traffic lanes. It is typically implemented on roadways with an elevated structure.

This option is suitable for roadways with an elevated structure. It provides a high level of transit priority while maintaining a clear separation from the main traffic lanes. This configuration is typically implemented on roadways with an elevated structure.

**Elevated Transit Lane/Ramp Station/Multi-modal Trail:** This option involves providing a dedicated transit lane on an elevated structure that is also used as a multi-modal trail. This configuration allows for a high level of transit priority while maintaining a clear separation from the main traffic lanes. It is typically implemented on roadways with an elevated structure.

[Redacted text]

**Elevated Transit Lane/Elevated Stations:**  [Redacted text]

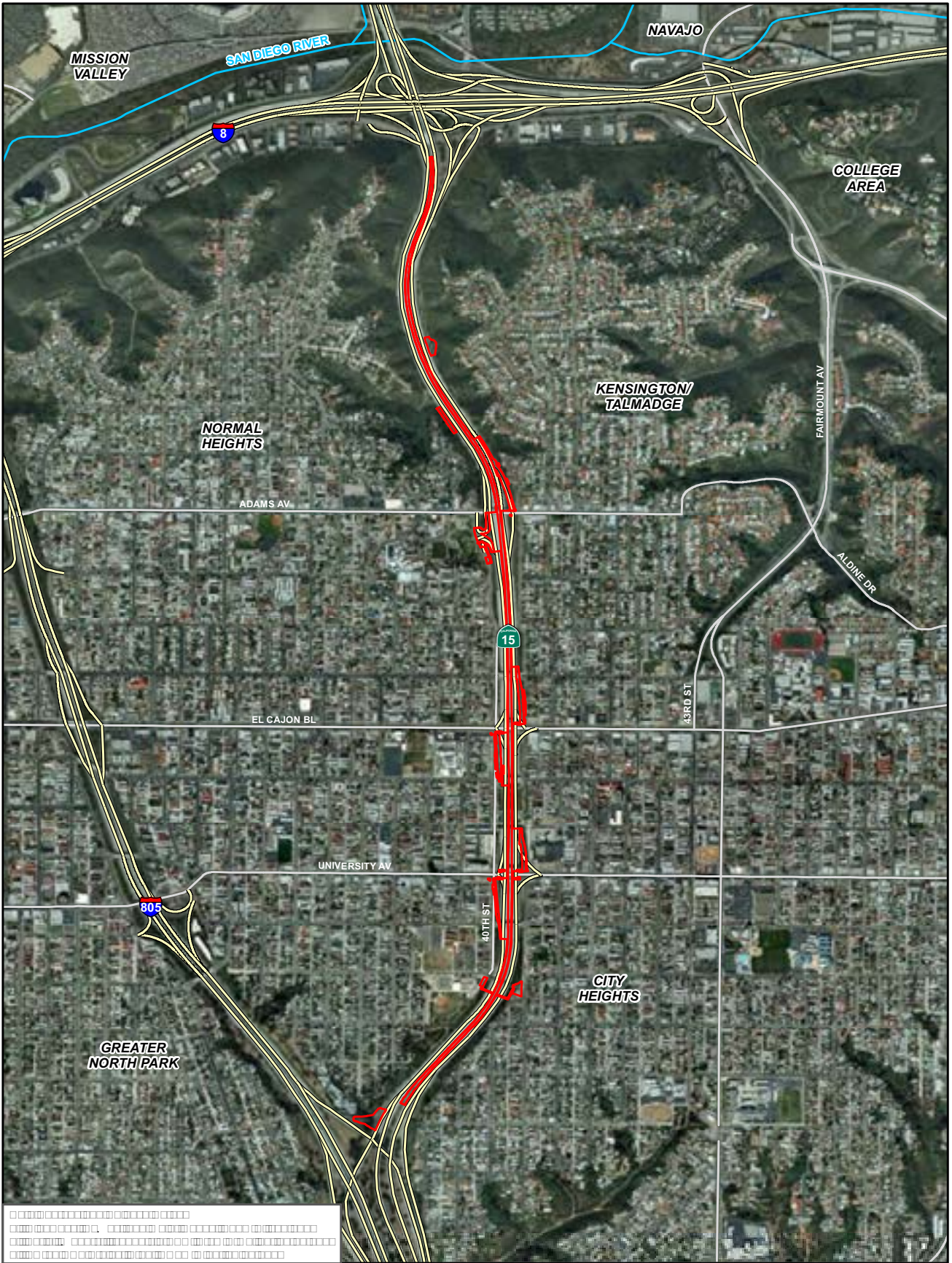
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## 1.6 Permits Required

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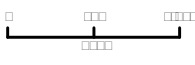


**FIGURE 1**  
**Regional Location Map**  
 San Diego, California

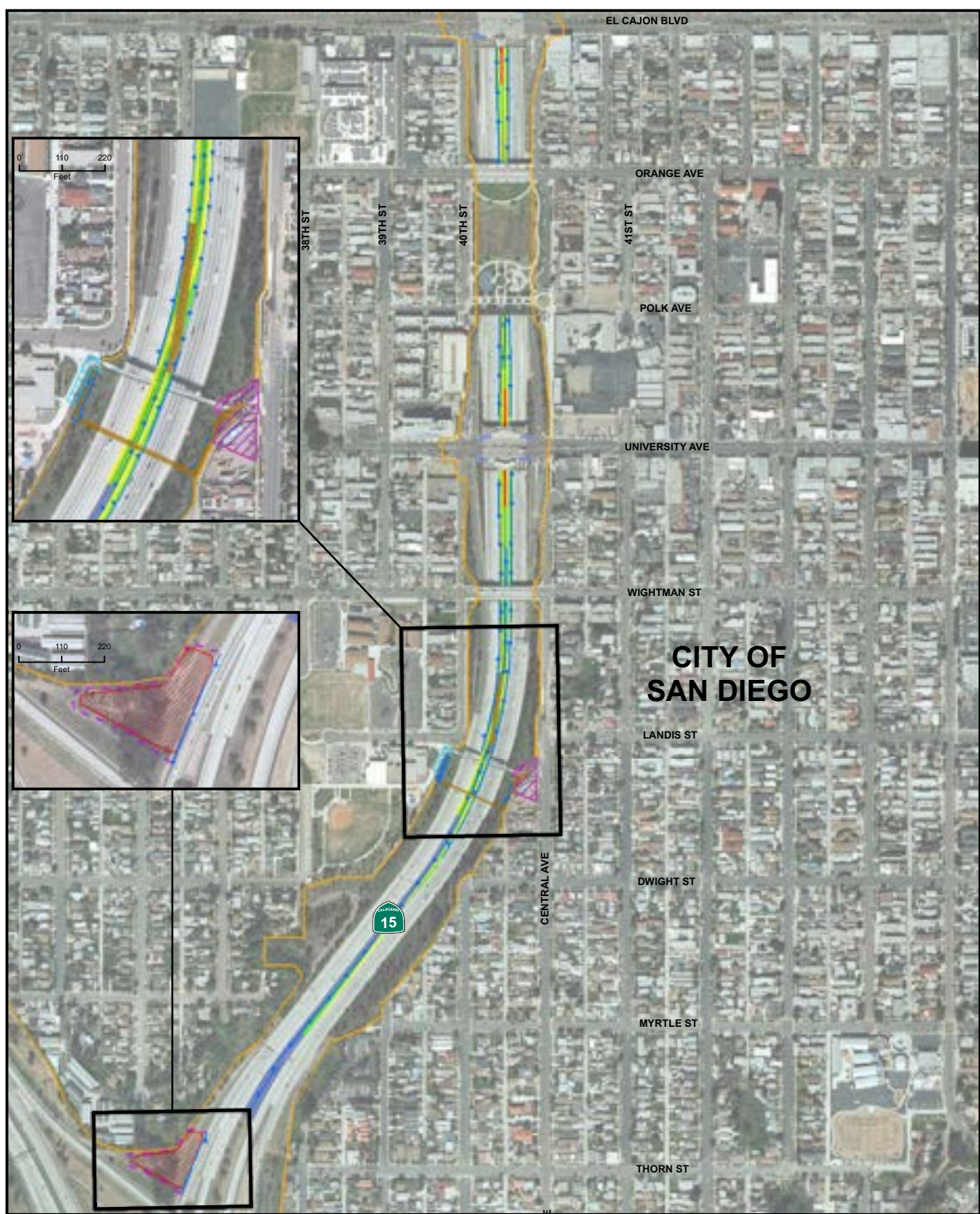


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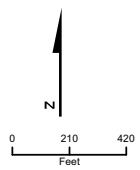
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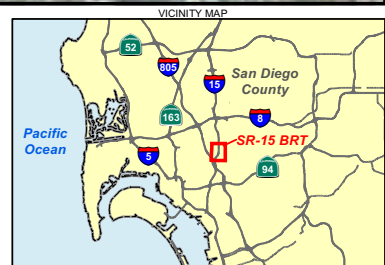
**FIGURE 2**  
SR-15 Mid-City BRT



- Legend**
- Potential Staging Area/Access
  - Temporary Construction Easement
  - Proposed Structures
  - Proposed BRT Platform
  - Proposed BRT Lane
  - Proposed BRT Shoulder
  - Proposed Roadway Pavement
  - Proposed Water Quality Basin
  - Proposed Retaining Wall
  - Fixed Concrete Barrier
  - Right of Way (ROW)
  - Cut Grading Limits
  - Fill Grading Limits

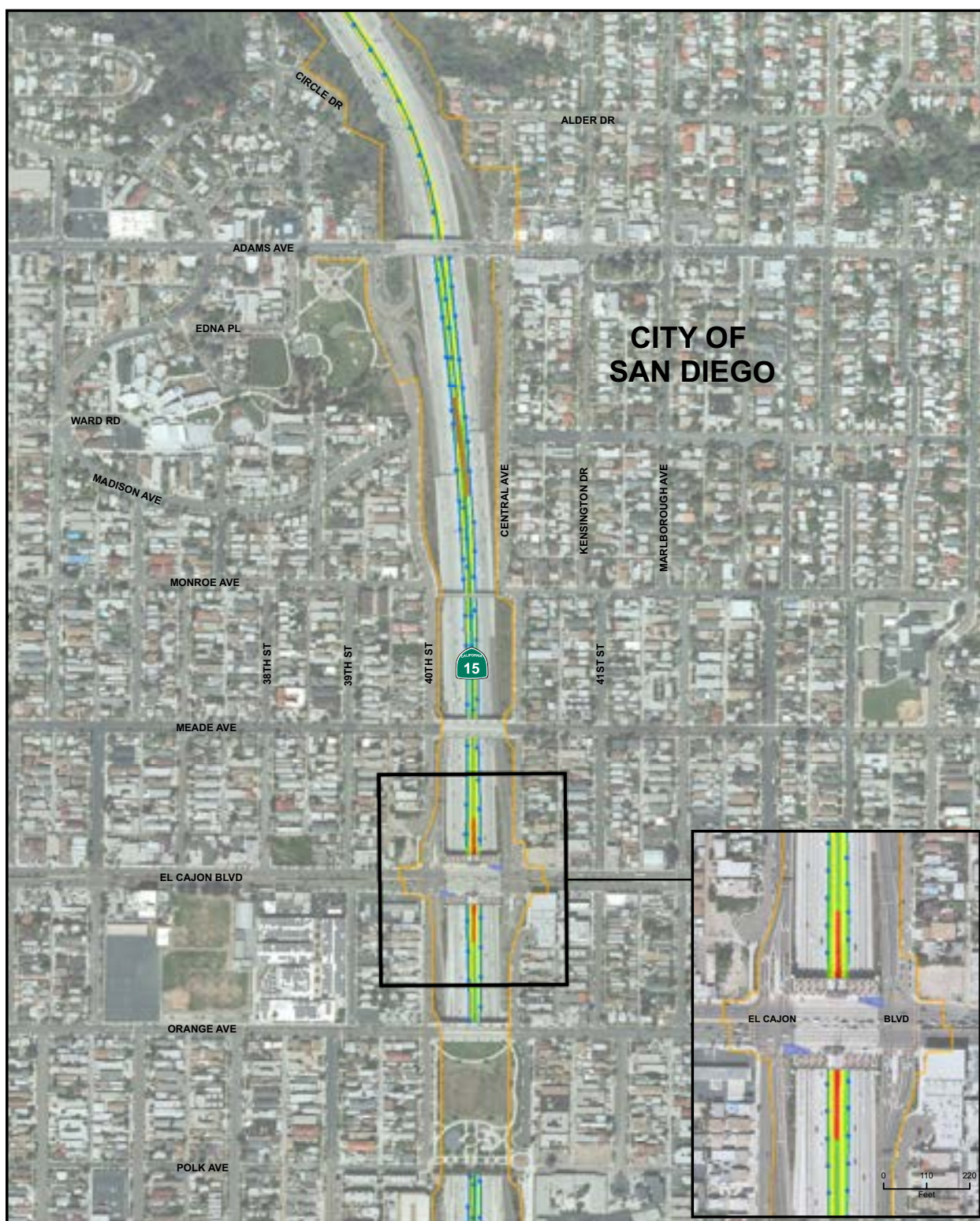


- Data Sources and Release Dates:**
1. Highways, Ramps, and Major Roads; SanGIS, Jan 2010
  2. Aerial Imagery; i-cubed via ESRI ArcGIS Online, 12/12/2009
  3. SR-15 BRT Project Area; CH2M HILL, 6/17/2010
  4. Alternative Details; CH2M HILL 4/9, 4/20, 5/3, & 6/17/2010
  5. Caltrans Right of Way; Caltrans, 2/4/2009
  6. Parcels; SanGIS, Jan. 2010



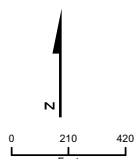
**FIGURE 3a**  
 Median Alternative with Center Platforms  
 SR-15 Mid-City BRT

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# CITY OF SAN DIEGO

- LEGEND**
- Temporary Construction Easement
  - Proposed Structures
  - Proposed BRT Platform
  - Proposed BRT Lane
  - Proposed BRT Shoulder
  - Proposed Roadway Pavement
  - Proposed Water Quality Basin
  - Proposed Retaining Wall
  - Fixed Concrete Barrier
  - Right of Way (ROW)
  - Cut Grading Limits
  - Fill Grading Limits

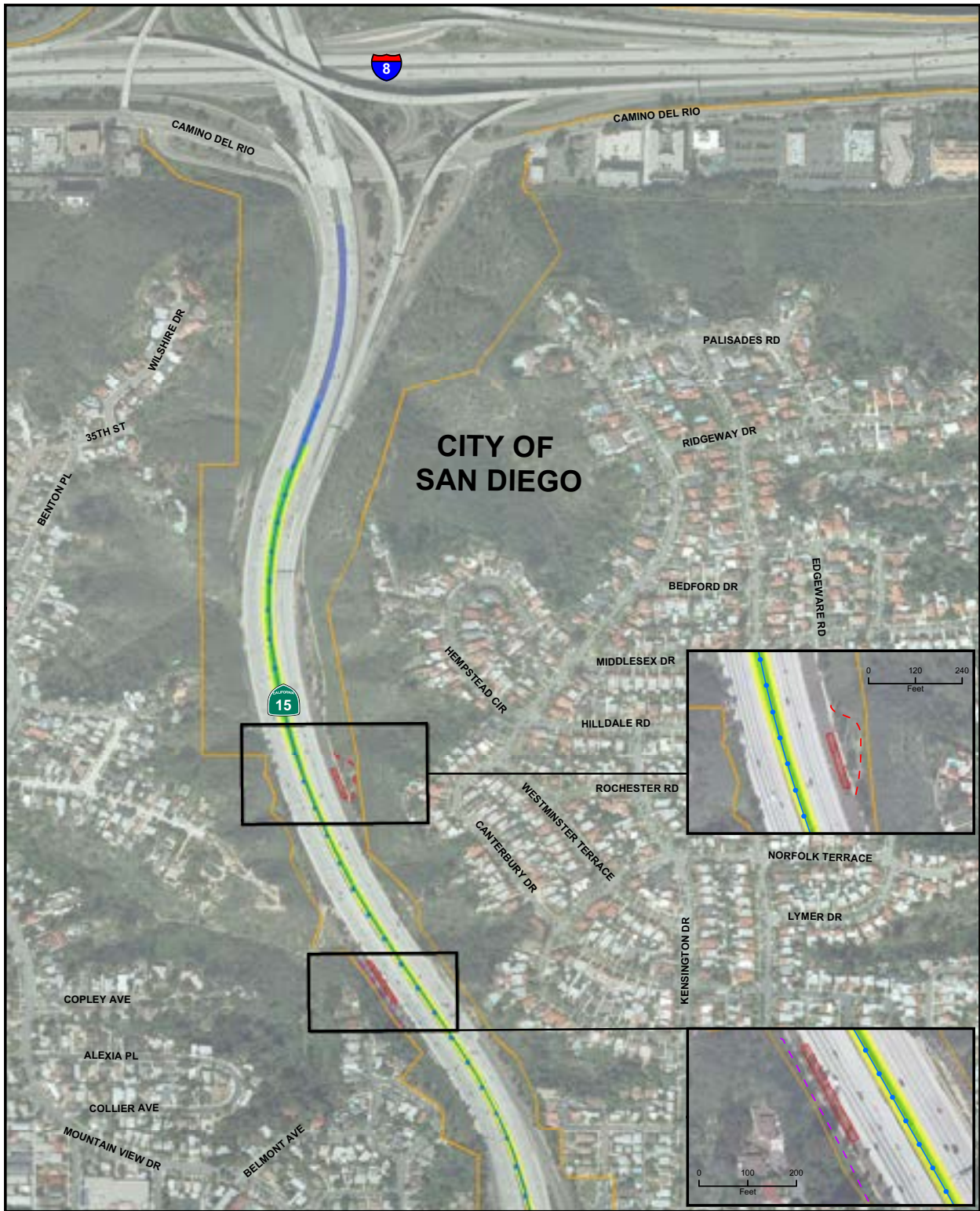


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  6. Parcels; SanGIS; Jan 2010

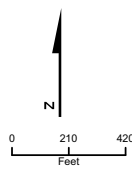


**FIGURE 3b**  
Median Alternative with Center Platforms  
SR-15 Mid-City BRT

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- LEGEND**
- Temporary Construction Easement
  - Proposed Structures
  - Proposed BRT Platform
  - Proposed BRT Lane
  - Proposed BRT Shoulder
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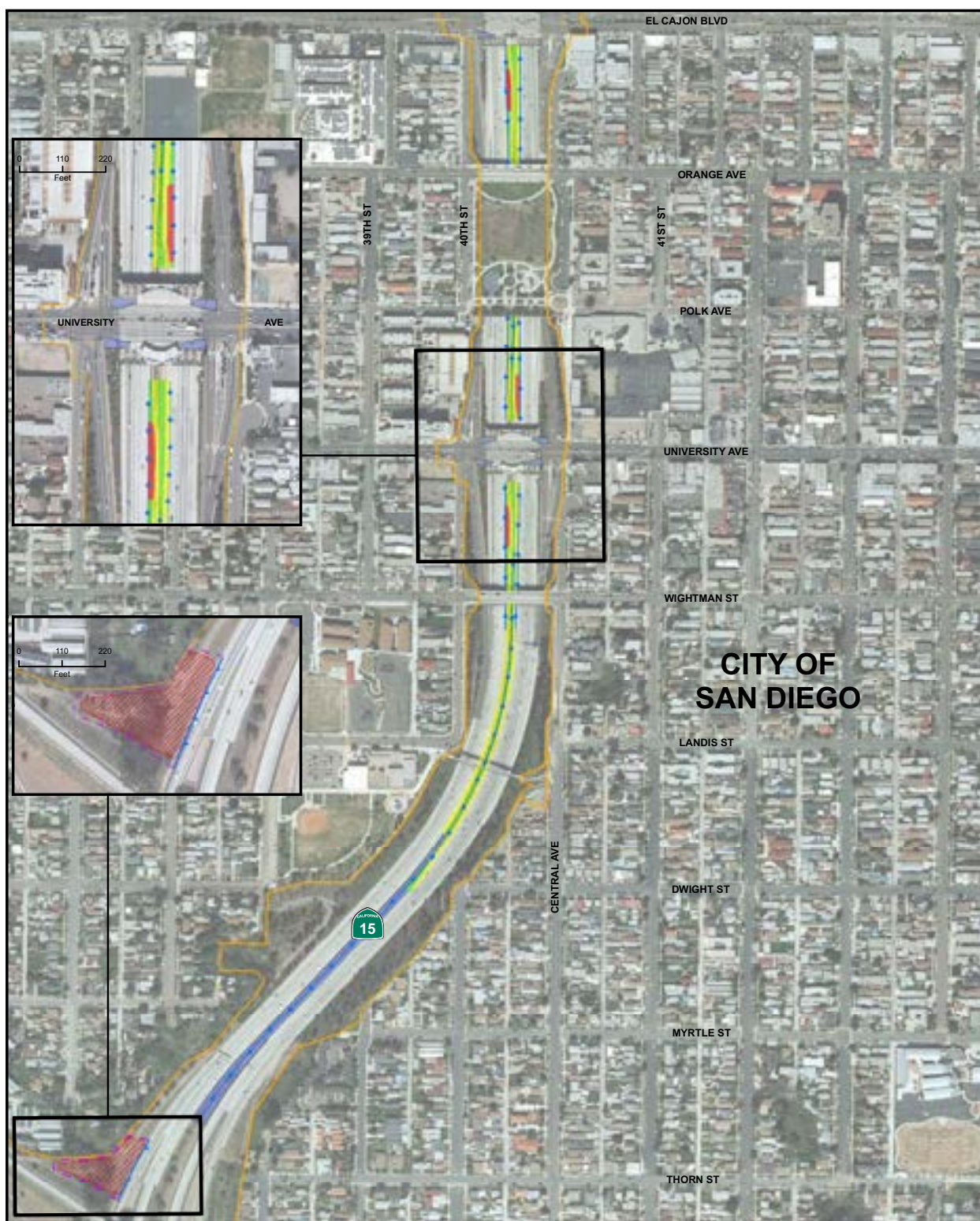


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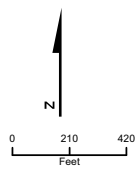
**FIGURE 3c**  
Median Alternative with Center Platforms  
SR-15 Mid-City BRT

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**CITY OF SAN DIEGO**

- Legend**
- Proposed BRT Lane
  - Proposed BRT Shoulder
  - Proposed BRT Platform
  - Proposed Roadway Pavement
  - Proposed Water Quality Basin/Bioswale
  - Proposed Retaining Wall
  - Fixed Concrete Barrier
  - Right of Way (ROW)
  - Cut Grading Limits
  - Fill Grading Limits



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  5. Caltrans Right of Way; Caltrans, 2/4/2009
  6. Parcels; SanGIS, Jan. 2010

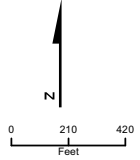


**FIGURE 4a**  
**Median Alternative with Side Platforms**  
**(Preferred Alternative)**  
 SR-15 Mid-City BRT

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- LEGEND**
- Proposed BRT Lane
  - Proposed BRT Shoulder
  - Proposed BRT Platform
  - Proposed Roadway Pavement
  - Proposed Water Quality Basin/Bioswale
  - Proposed Retaining Wall
  - Fixed Concrete Barrier
  - Right of Way (ROW)
  - Cut Grading Limits
  - Fill Grading Limits

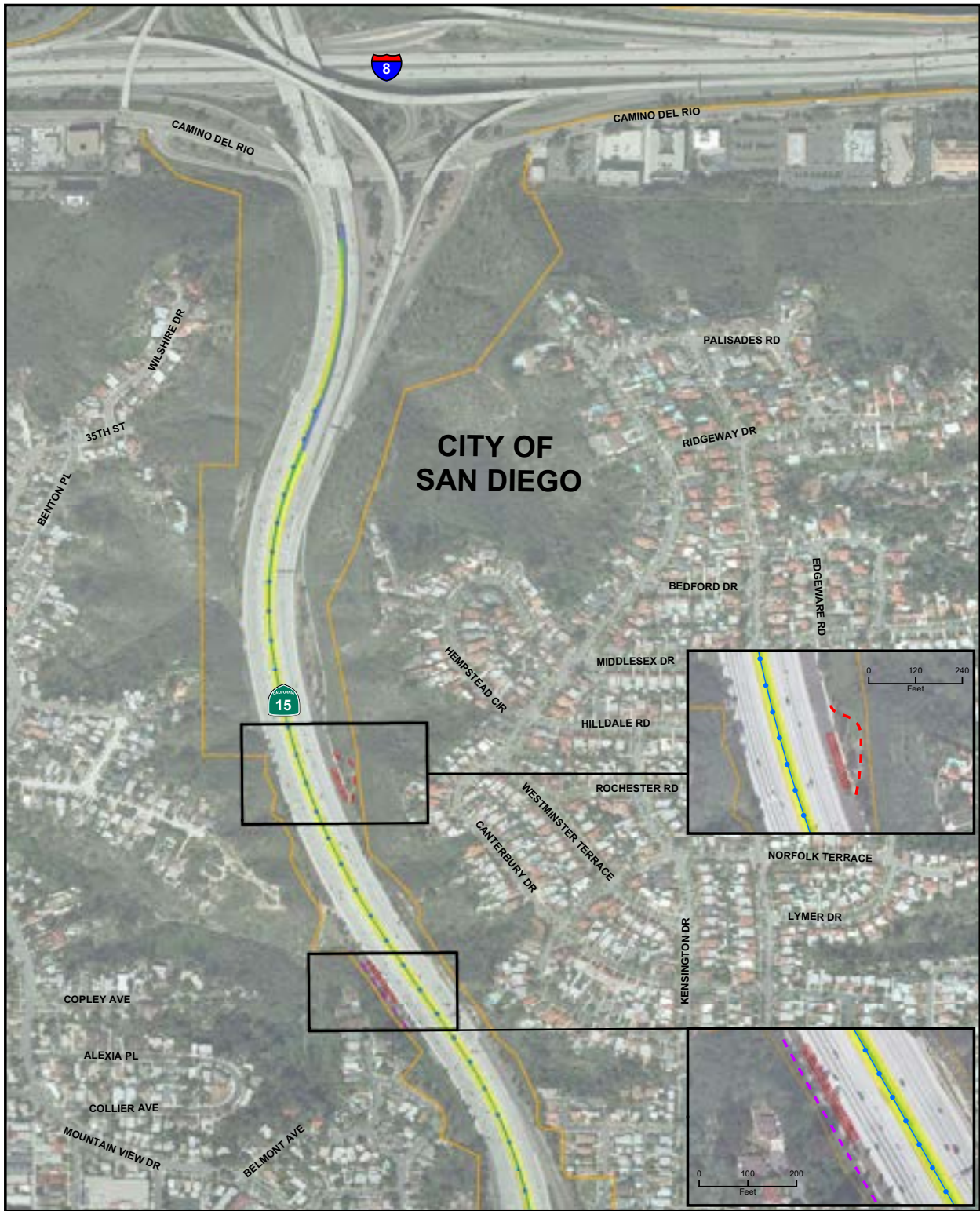


- Data Sources and Release Dates:**
1. Highways, Ramps, and Major Roads; SanGIS, Jan 2010
  2. Aerial Imagery; i-cubed via ESRI ArcGIS Online, 12/12/2009
  3. SR-15 BRT Project Area; CH2M HILL, 6/17/2010
  4. Alternative Details; CH2M HILL 4/9, 5/3, & 6/17/2010
  5. Caltrans Right of Way; Caltrans, 2/4/2009
  6. Parcels; SanGIS; Jan 2010

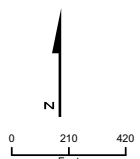


**FIGURE 4b**  
**Median Alternative with Side Platforms**  
**(Preferred Alternative)**  
 SR-15 Mid-City BRT

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- LEGEND**
- Proposed BRT Lane
  - Proposed BRT Shoulder
  - Proposed BRT Platform
  - Proposed Roadway Pavement
  - Proposed Water Quality Basin/Bioswale
  - Proposed Retaining Wall
  - Fixed Concrete Barrier
  - Right of Way (ROW)
  - Cut Grading Limits
  - Fill Grading Limits



- Data Sources and Release Dates:**
1. Highways, Ramps, and Major Roads; SanGIS, Jan 2010
  2. Aerial Imagery; i-cubed via ESRI ArcGIS Online, 12/12/2009
  3. SR-15 BRT Project Area; CH2M HILL, 6/17/2010
  4. Alternative Details; CH2M HILL 4/9, 4/20, 5/3, & 6/17/2010
  5. Caltrans Right of Way; Caltrans, 2/4/2009
  6. Parcels; SanGIS, Jan 2010















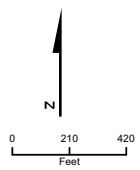
**FIGURE 4c**  
**Median Alternative with Side Platforms**  
**(Preferred Alternative)**  
 SR-15 Mid-City BRT

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**Legend**

-  Potential Staging Area/Access
-  Right of Way Transfer Area
-  Temporary Construction Easement
-  Proposed BRT Platform
-  Proposed BRT Lane
-  Proposed Roadway Pavement
-  Proposed Water Quality Basin
-  Proposed Retaining Wall
-  Fixed Concrete Barrier
-  Right of Way (ROW)
-  Cut Grading Limits
-  Fill Grading Limits

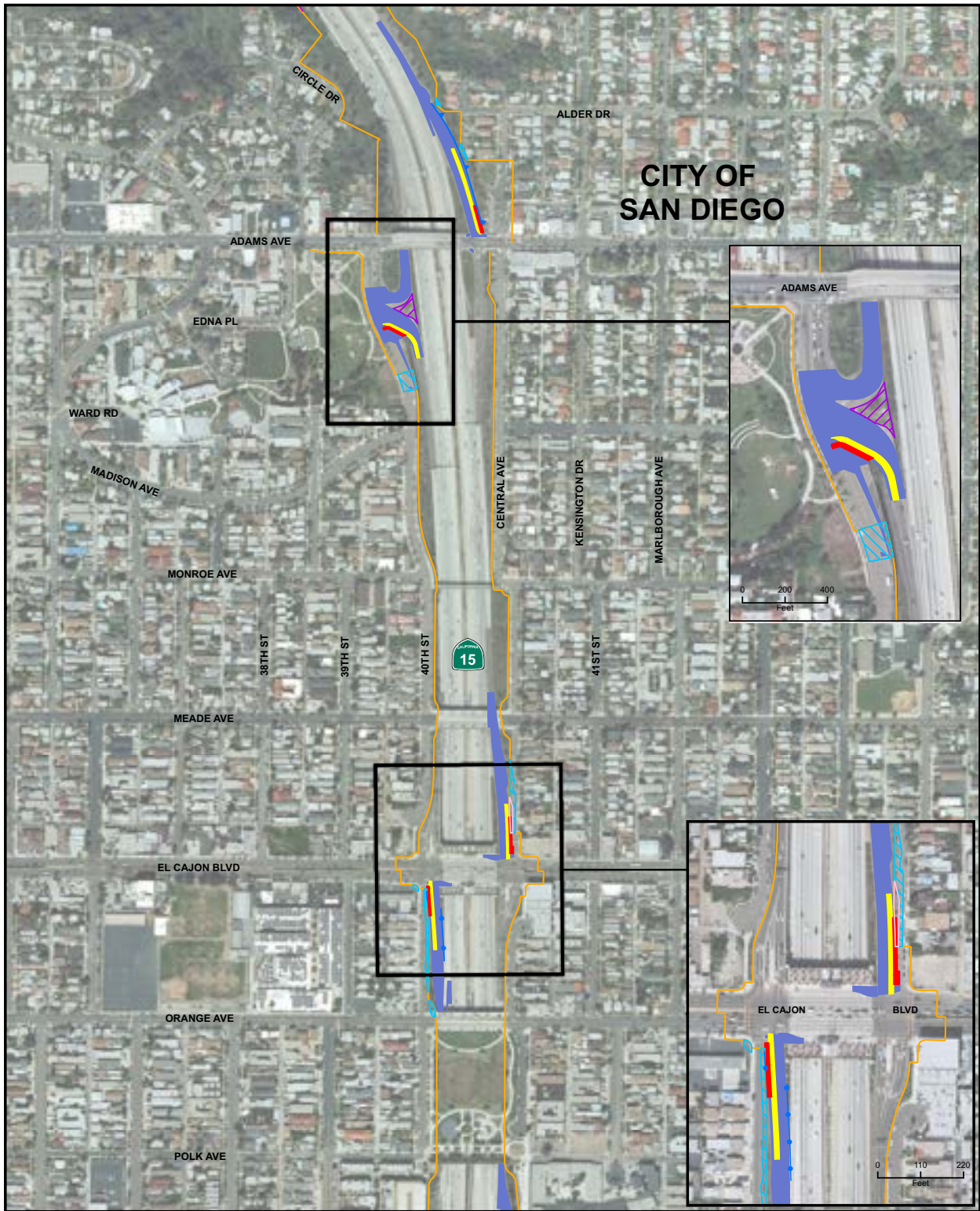


- Data Sources and Release Dates:
1. Highways, Ramps, and Major Roads; SanGIS, Jan 2010
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  3. SR-15 BRT Project Area; CH2M HILL, 6/17/2010
  4. Alternative Details; CH2M HILL 4/9, 4/20, 5/3, & 6/17/2010
  5. Caltrans Right of Way; Caltrans, 2/4/2009
  6. Parcels; SanGIS, Jan. 2010















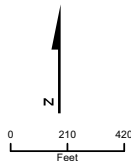
**FIGURE 5a**  
Ramp Alternative  
SR-15 Mid-City BRT

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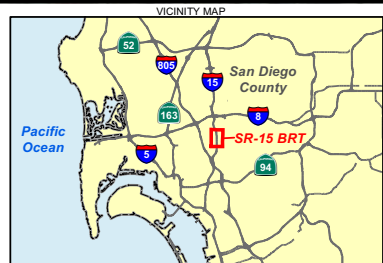


**LEGEND**

-  Potential Staging Area/Access
-  Right of Way Transfer Area
-  Temporary Construction Easement
-  Proposed BRT Platform
-  Proposed BRT Lane
-  Proposed Roadway Pavement
-  Proposed Water Quality Basin
-  Proposed Retaining Wall
-  Fixed Concrete Barrier
-  Right of Way (ROW)
-  Cut Grading Limits
-  Fill Grading Limits



- Data Sources and Release Dates:
1. Highways, Ramps, and Major Roads; SanGIS, Jan 2010
  2. Aerial Imagery; i-cubed via ESRI ArcGIS Online, 12/12/2009
  3. SR-15 BRT Project Area; CH2M HILL, 6/17/2010
  4. Alternative Details; CH2M HILL 4/9, 5/3, & 6/17/2010
  5. Caltrans Right of Way; Caltrans, 2/4/2009
  6. Parcels; SanGIS; Jan 2010



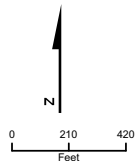
**FIGURE 5b**  
Ramp Alternative  
SR-15 Mid-City BRT

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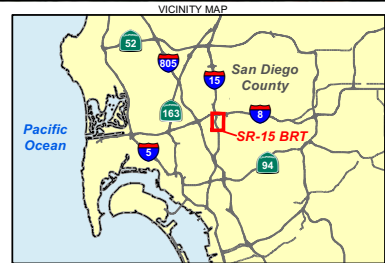


**LEGEND**

- Temporary Construction Easement
- Proposed BRT Platform
- Proposed BRT Lane
- Proposed Roadway Pavement
- Proposed Water Quality Basin
- Proposed Retaining Wall
- Fixed Concrete Barrier
- Right of Way (ROW)
- Cut Grading Limits
- Fill Grading Limits



- Data Sources and Release Dates:
1. Highways, Ramps, and Major Roads; SanGIS, Jan 2010
  2. Aerial Imagery; i-cubed via ESRI ArcGIS Online, 12/12/2009
  3. SR-15 BRT Project Area; CH2M HILL, 6/17/2010
  4. Alternative Details; CH2M HILL 4/9, 4/20, 5/3, & 6/17/2010
  5. Caltrans Right of Way; Caltrans, 2/4/2009
  6. Parcels; SanGIS, Jan 2010



**FIGURE 5c**  
Ramp Alternative  
SR-15 Mid-City BRT

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## 2.0 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

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Placeholder text for the first paragraph under section 2.0.

Placeholder text for the second paragraph under section 2.0.

### Coastal Zone

Placeholder text for the Coastal Zone section.

### Wild and Scenic Rivers

Placeholder text for the Wild and Scenic Rivers section.

### Farmlands/Timberlands

Placeholder text for the Farmlands/Timberlands section.

### Relocations and Real Property Acquisition

Placeholder text for the Relocations and Real Property Acquisition section.

### Cultural Resources

Placeholder text for the Cultural Resources section.

### Hydrology and Floodplain

[Redacted text]

### Geology/Soils/Seismic/Topography

[Redacted text]

### Hazardous Waste/Materials

[Redacted text]

[Redacted text]

[Redacted text]

### Noise

[Redacted text]

### Wetlands and Other Waters

[Redacted text]

## Threatened and Endangered Species

[REDACTED]



# HUMAN ENVIRONMENT

## 2.1 Land Use

Existing land use in the project area is primarily residential, commercial, and industrial. The project area is located in an urban setting with a mix of land uses. The project area is currently zoned for residential use, but the project is proposed to be used for commercial and industrial purposes.

The project area is currently zoned for residential use, but the project is proposed to be used for commercial and industrial purposes. The project area is currently zoned for residential use, but the project is proposed to be used for commercial and industrial purposes. The project area is currently zoned for residential use, but the project is proposed to be used for commercial and industrial purposes.

### 2.1.1 Existing and Future Land Use

Existing land use in the project area is primarily residential, commercial, and industrial. The project area is located in an urban setting with a mix of land uses. The project area is currently zoned for residential use, but the project is proposed to be used for commercial and industrial purposes. The project area is currently zoned for residential use, but the project is proposed to be used for commercial and industrial purposes. The project area is currently zoned for residential use, but the project is proposed to be used for commercial and industrial purposes.

**TABLE 2**

Existing and Future Land Use

| Name   | Jurisdiction        | Proposed Uses        | Status        |
|--|---------------------|----------------------|---------------|
| <p>Project Name</p> <p>Project Description</p> <p>Project Location</p> | <p>Jurisdiction</p> | <p>Proposed Uses</p> | <p>Status</p> |
| <p>Project Name</p> <p>Project Description</p> <p>Project Location</p> | <p>Jurisdiction</p> | <p>Proposed Uses</p> | <p>Status</p> |
| <p>Project Name</p> <p>Project Description</p> <p>Project Location</p> | <p>Jurisdiction</p> | <p>Proposed Uses</p> | <p>Status</p> |



**TABLE 2**

EXISTING AND PROPOSED TRANSPORTATION PROJECTS

| Name            | Jurisdiction            | Proposed Uses            | Status            |
|-----------------|-------------------------|--------------------------|-------------------|
| [Redacted Name] | [Redacted Jurisdiction] | [Redacted Proposed Uses] | [Redacted Status] |
| [Redacted Name] | [Redacted Jurisdiction] | [Redacted Proposed Uses] | [Redacted Status] |
| [Redacted Name] | [Redacted Jurisdiction] | [Redacted Proposed Uses] | [Redacted Status] |

[Redacted Text]

**2.1.2 Consistency with State, Regional, and Local Plans and Programs**

[Redacted text describing consistency with various plans and programs]

**Regional Transportation Plan and Regional Transportation Improvement Program**

[Redacted text describing the Regional Transportation Plan and Program]

[Redacted text describing consistency with regional transportation plans]

[Redacted text describing consistency with local transportation plans]

## City of San Diego General Plan

The City of San Diego General Plan is a long-range policy document that guides the city's development and growth. It is a living document that is updated periodically to reflect changing circumstances and community needs. The General Plan is divided into several elements, each of which addresses a different aspect of the city's future. The elements are: Land Use & Community Planning, Mobility, Housing, and Public Utilities. Each element contains a set of policies and goals that guide the city's actions and decisions.

### Land Use & Community Planning Element

The Land Use & Community Planning Element of the City of San Diego General Plan provides a framework for the city's land use and community planning. It sets the overall vision and goals for the city's future and provides a set of policies and goals to guide the city's actions and decisions. The element is divided into several sections, each of which addresses a different aspect of land use and community planning. The sections are: General Land Use Policy, Community Planning, and Land Use Design. Each section contains a set of policies and goals that guide the city's actions and decisions.

**Policy LU-A.4** The City of San Diego shall encourage the development of compact, walkable, and transit-oriented communities that are integrated with the city's transportation system.

**Policy LU-H.6** The City of San Diego shall encourage the development of housing that is affordable, accessible, and integrated with the city's transportation system.

**Policy LU-I.11** The City of San Diego shall encourage the development of transit-oriented communities that are integrated with the city's transportation system.

### Mobility Element

The Mobility Element of the City of San Diego General Plan provides a framework for the city's transportation system. It sets the overall vision and goals for the city's future and provides a set of policies and goals to guide the city's actions and decisions. The element is divided into several sections, each of which addresses a different aspect of the city's transportation system. The sections are: General Mobility Policy, Transit, and Active Transportation. Each section contains a set of policies and goals that guide the city's actions and decisions.

The Mobility Element of the City of San Diego General Plan provides a framework for the city's transportation system. It sets the overall vision and goals for the city's future and provides a set of policies and goals to guide the city's actions and decisions. The element is divided into several sections, each of which addresses a different aspect of the city's transportation system. The sections are: General Mobility Policy, Transit, and Active Transportation. Each section contains a set of policies and goals that guide the city's actions and decisions.

**Policy ME-B.1 (b)** and **(c)** shall be implemented in accordance with the following measures: (b) shall be implemented in accordance with the following measures. (c) shall be implemented in accordance with the following measures.

**Policy ME-B.3** shall be implemented in accordance with the following measures: (b) shall be implemented in accordance with the following measures. (c) shall be implemented in accordance with the following measures.

**Policy ME-B.9 (b)** shall be implemented in accordance with the following measures: (b) shall be implemented in accordance with the following measures. (c) shall be implemented in accordance with the following measures.

Urban Design Element

Urban Design Element shall be implemented in accordance with the following measures: (b) shall be implemented in accordance with the following measures. (c) shall be implemented in accordance with the following measures.

**Policy UD-A.9 (a)** and **(b)** shall be implemented in accordance with the following measures: (a) shall be implemented in accordance with the following measures. (b) shall be implemented in accordance with the following measures.

Noise Element

Noise Element shall be implemented in accordance with the following measures: (b) shall be implemented in accordance with the following measures. (c) shall be implemented in accordance with the following measures.

Noise Element shall be implemented in accordance with the following measures: (b) shall be implemented in accordance with the following measures. (c) shall be implemented in accordance with the following measures.

**Mid-City Communities Plan**

Mid-City Communities Plan shall be implemented in accordance with the following measures: (b) shall be implemented in accordance with the following measures. (c) shall be implemented in accordance with the following measures.

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### 2010 Draft Bicycle Master Plan

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... .. . **Parks and Recreation** ... .. **Traffic and Transportation/Pedestrian and Bicycle Facilities** ...

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### San Diego Regional Bicycle Plan

San Diego Regional Bicycle Plan. The plan identifies key bicycle routes and facilities throughout the region, including the San Diego River, San Diego Bay, and various urban centers. It also outlines strategies for improving bicycle infrastructure and promoting bicycle use as a mode of transportation.

The plan includes a detailed map of the region showing bicycle routes and facilities. It also provides information on bicycle-sharing programs, bicycle safety, and bicycle maintenance. The plan is a key component of the San Diego Regional Transportation Plan and is intended to guide the development of bicycle infrastructure and programs in the region.

### Parks and Recreation Traffic and Transportation/Pedestrian and Bicycle Facilities

The plan identifies key bicycle routes and facilities throughout the region, including the San Diego River, San Diego Bay, and various urban centers. It also outlines strategies for improving bicycle infrastructure and promoting bicycle use as a mode of transportation.

### Multiple Species Conservation Program

The Multiple Species Conservation Program (MSCP) is a voluntary program that allows landowners to protect and manage their land in a way that is consistent with the needs of multiple species. The program provides a framework for landowners to develop and implement conservation plans that address the needs of multiple species and provide for the sustainable use of their land.

Table 3. Resources Evaluated Relative to the Requirements of Section 4(f)

The project area includes several resources that are evaluated relative to the requirements of Section 4(f) of the National Historic Preservation Act. These resources include historic properties, archaeological resources, and other historic and cultural resources. The project area also includes several parks and recreational facilities that are evaluated relative to the requirements of Section 4(f) of the National Historic Preservation Act. These facilities include parks, playgrounds, and other recreational facilities. The project area also includes several historic and cultural resources that are evaluated relative to the requirements of Section 4(f) of the National Historic Preservation Act. These resources include historic buildings, historic streets, and other historic and cultural resources.

## 2.1.3 Parks and Recreational Facilities

### 2.1.3.1 Affected Environment

The project area includes several parks and recreational facilities that are evaluated relative to the requirements of Section 4(f) of the National Historic Preservation Act. These facilities include parks, playgrounds, and other recreational facilities. The project area also includes several historic and cultural resources that are evaluated relative to the requirements of Section 4(f) of the National Historic Preservation Act. These resources include historic buildings, historic streets, and other historic and cultural resources.

TABLE 3

Resources Evaluated Relative to the Requirements of Section 4(f)

| Resource               | Type | Property Owner    | Distance to Project (mi) |
|------------------------|------|-------------------|--------------------------|
| City of St. Louis Park | Park | City of St. Louis | 0.1                      |
| Lincoln Park           | Park | City of St. Louis | 0.2                      |
| Washington Park        | Park | City of St. Louis | 0.3                      |
| Jefferson Park         | Park | City of St. Louis | 0.4                      |
| Madison Park           | Park | City of St. Louis | 0.5                      |
| Franklin Park          | Park | City of St. Louis | 0.6                      |
| Monroe Park            | Park | City of St. Louis | 0.7                      |
| Clayton Park           | Park | City of St. Louis | 0.8                      |
| Wright Park            | Park | City of St. Louis | 0.9                      |
| St. Louis Park         | Park | City of St. Louis | 1.0                      |
| Lincoln Park           | Park | City of St. Louis | 1.1                      |
| Washington Park        | Park | City of St. Louis | 1.2                      |
| Jefferson Park         | Park | City of St. Louis | 1.3                      |
| Madison Park           | Park | City of St. Louis | 1.4                      |
| Franklin Park          | Park | City of St. Louis | 1.5                      |
| Monroe Park            | Park | City of St. Louis | 1.6                      |
| Clayton Park           | Park | City of St. Louis | 1.7                      |
| Wright Park            | Park | City of St. Louis | 1.8                      |
| St. Louis Park         | Park | City of St. Louis | 1.9                      |
| Lincoln Park           | Park | City of St. Louis | 2.0                      |

□

**Community Parks**

**Adams Avenue Park/ Adams Recreation Center** The Adams Avenue Park/ Adams Recreation Center is located at the intersection of Adams Avenue and Adams Street. The park is a multi-use facility that includes a recreation center, playground, and sports fields. The project will improve the park's accessibility and provide additional recreational opportunities for the community.

**City Heights Recreation Center –** The City Heights Recreation Center is a multi-use facility located in the City Heights neighborhood. The project will enhance the center's facilities, including the addition of new equipment and improved lighting. This will provide a safer and more enjoyable environment for residents to engage in recreational activities.

**Neighborhood Parks**

**City Heights Mini-Park –** The City Heights Mini-Park is a small, accessible park located in the City Heights neighborhood. The project will improve the park's maintenance and provide additional seating and shade structures to enhance the user experience.

**Kensington Park** Kensington Park is a neighborhood park located in the Kensington area. The project will focus on improving the park's landscaping and providing better maintenance services to ensure a clean and attractive environment for park users.

**Montclair Neighborhood Park –** The Montclair Neighborhood Park is a community park located in the Montclair neighborhood. The project will enhance the park's recreational facilities and provide additional amenities to support community activities and events.

**Park de la Cruz –** The Park de la Cruz is a neighborhood park located in the Park de la Cruz area. The project will improve the park's accessibility and provide additional recreational opportunities for the community, including the installation of new play equipment.

**Teralta Park** Teralta Park is a neighborhood park located in the Teralta area. The project will focus on improving the park's maintenance and providing better landscaping services to enhance the park's appearance and provide a more pleasant environment for park users.

**Ward Canyon Neighborhood Park** The Ward Canyon Neighborhood Park is a community park located in the Ward Canyon area. The project will enhance the park's recreational facilities and provide additional amenities to support community activities and events, including the installation of new play equipment.

**Public Open Space**

**Lexington-Manzanita Canyon –** The Lexington-Manzanita Canyon is a public open space located in the Lexington-Manzanita Canyon area. The project will improve the open space's accessibility and provide additional recreational opportunities for the community, including the installation of new play equipment.

**Normal Heights Open Space (Eugene Place)** This area is a large, undeveloped area located north of Eugene Place and east of the SR-15/I-8 interchange. The area is currently used for agriculture and contains several large trees. The area is adjacent to the SR-15/I-8 interchange and is a potential site for open space.

**Publicly Owned Open Space (4578 Van Dyke Avenue)** This area is a small, undeveloped area located at the intersection of Van Dyke Avenue and SR-15/I-8. The area is currently used for agriculture and contains several large trees. The area is adjacent to the SR-15/I-8 interchange and is a potential site for open space.

**Publicly Owned Open Space (east end of Hastings Avenue) –** This area is a small, undeveloped area located at the east end of Hastings Avenue. The area is currently used for agriculture and contains several large trees. The area is adjacent to the SR-15/I-8 interchange and is a potential site for open space.

**Publicly Owned Open Space (San Diego River west of I-15) –** This area is a large, undeveloped area located west of I-15 and south of the SR-15/I-8 interchange. The area is currently used for agriculture and contains several large trees. The area is adjacent to the SR-15/I-8 interchange and is a potential site for open space.

**Publicly Owned Open Space (southeast of SR-15/I-8) –** This area is a small, undeveloped area located southeast of the SR-15/I-8 interchange. The area is currently used for agriculture and contains several large trees. The area is adjacent to the SR-15/I-8 interchange and is a potential site for open space.

**Publicly Owned Open Space (Terrace Drive north of Adams Avenue)** This area is a small, undeveloped area located north of Adams Avenue and east of Terrace Drive. The area is currently used for agriculture and contains several large trees. The area is adjacent to the SR-15/I-8 interchange and is a potential site for open space.

### 2.1.3.2 Environmental Consequences

#### Build Alternatives

The build alternatives for the SR-15 Mid-City BRT project include the construction of a new BRT line along SR-15 from the SR-15/I-8 interchange to the SR-15/I-5 interchange. The build alternatives include the construction of a new BRT line along SR-15 from the SR-15/I-8 interchange to the SR-15/I-5 interchange. The build alternatives include the construction of a new BRT line along SR-15 from the SR-15/I-8 interchange to the SR-15/I-5 interchange. The build alternatives include the construction of a new BRT line along SR-15 from the SR-15/I-8 interchange to the SR-15/I-5 interchange.

#### Median Alternative with Center Platforms

The median alternative with center platforms for the SR-15 Mid-City BRT project includes the construction of a new BRT line along SR-15 from the SR-15/I-8 interchange to the SR-15/I-5 interchange. The median alternative with center platforms for the SR-15 Mid-City BRT project includes the construction of a new BRT line along SR-15 from the SR-15/I-8 interchange to the SR-15/I-5 interchange.

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**Median Alternative with Side Platforms**

... . ...

**Ramp Alternative**

... . ...

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Environmental impacts of the proposed project are expected to be avoided, minimized, and/or mitigated through the implementation of the proposed project. The proposed project is expected to have no net effect on the environment. The proposed project is expected to be consistent with the applicable laws, regulations, and standards. The proposed project is expected to be consistent with the applicable policies and plans. The proposed project is expected to be consistent with the applicable standards and criteria. The proposed project is expected to be consistent with the applicable laws, regulations, and standards. The proposed project is expected to be consistent with the applicable policies and plans. The proposed project is expected to be consistent with the applicable standards and criteria. The proposed project is expected to be consistent with the applicable laws, regulations, and standards. The proposed project is expected to be consistent with the applicable policies and plans. The proposed project is expected to be consistent with the applicable standards and criteria.

### No Build Alternative

The No Build Alternative is a project alternative that would not involve any construction or operation of the proposed project. The No Build Alternative is expected to have no net effect on the environment. The No Build Alternative is expected to be consistent with the applicable laws, regulations, and standards. The No Build Alternative is expected to be consistent with the applicable policies and plans. The No Build Alternative is expected to be consistent with the applicable standards and criteria. The No Build Alternative is expected to be consistent with the applicable laws, regulations, and standards. The No Build Alternative is expected to be consistent with the applicable policies and plans. The No Build Alternative is expected to be consistent with the applicable standards and criteria.

### 2.1.3.3 Avoidance, Minimization, and/or Mitigation Measures

The proposed project is expected to have no net effect on the environment. The proposed project is expected to be consistent with the applicable laws, regulations, and standards. The proposed project is expected to be consistent with the applicable policies and plans. The proposed project is expected to be consistent with the applicable standards and criteria. The proposed project is expected to be consistent with the applicable laws, regulations, and standards. The proposed project is expected to be consistent with the applicable policies and plans. The proposed project is expected to be consistent with the applicable standards and criteria. The proposed project is expected to be consistent with the applicable laws, regulations, and standards. The proposed project is expected to be consistent with the applicable policies and plans. The proposed project is expected to be consistent with the applicable standards and criteria.

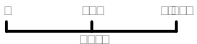


Legend for symbols and line styles used on the map.

**Planning Areas**

- [Light Blue Box] El Cajon Bl
- [Tan Box] Kensington/Talmadge
- [Green Box] Normal Heights
- [Medium Blue Box] City Heights
- [Dark Blue Box] University Av
- [Grey Box] Other Planning Areas

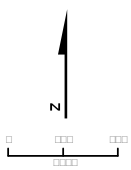
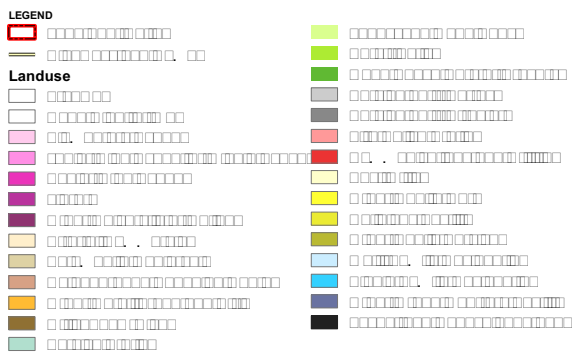
- [Red Outline Box] BRT Station
- [Red Outline Box] BRT Station
- [Red Line] BRT Alignment
- [Black Line] Major Road



**FIGURE 6**

SR-15 Mid-City BRT

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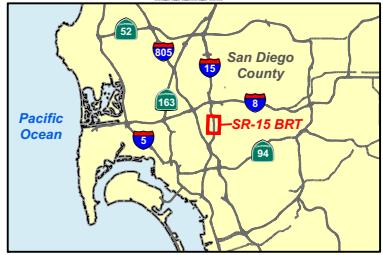
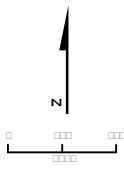
**FIGURE 7a**  
SR-15 Mid-City BRT

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**LEGEND**

|  |                        |  |                    |
|--|------------------------|--|--------------------|
|  | Project Boundary       |  | Green Space        |
|  | SR-15 BRT Right-of-Way |  | Light Green Space  |
|  | Landuse                |  | Dark Green Space   |
|  | Water                  |  | Grey Space         |
|  | Pink Landuse           |  | Red Space          |
|  | Purple Landuse         |  | Yellow Space       |
|  | Light Purple Landuse   |  | Light Yellow Space |
|  | Dark Purple Landuse    |  | Yellow-Green Space |
|  | Light Blue Landuse     |  | Light Blue Space   |
|  | Dark Blue Landuse      |  | Blue Space         |
|  | Orange Landuse         |  | Light Blue Space   |
|  | Brown Landuse          |  | Blue Space         |
|  | Light Green Landuse    |  | Light Blue Space   |
|  | Dark Green Landuse     |  | Blue Space         |
|  | Light Blue Landuse     |  | Light Blue Space   |
|  | Dark Blue Landuse      |  | Blue Space         |
|  | Orange Landuse         |  | Light Blue Space   |
|  | Brown Landuse          |  | Blue Space         |
|  | Light Green Landuse    |  | Light Blue Space   |
|  | Dark Green Landuse     |  | Blue Space         |
|  | Light Blue Landuse     |  | Light Blue Space   |
|  | Dark Blue Landuse      |  | Blue Space         |
|  | Orange Landuse         |  | Light Blue Space   |
|  | Brown Landuse          |  | Blue Space         |
|  | Light Green Landuse    |  | Light Blue Space   |
|  | Dark Green Landuse     |  | Blue Space         |



**FIGURE 7b**  
SR-15 Mid-City BRT

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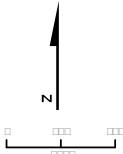
**LEGEND**

- [Symbol]
- [Symbol]

**Landuse**

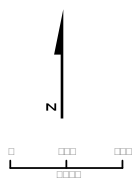
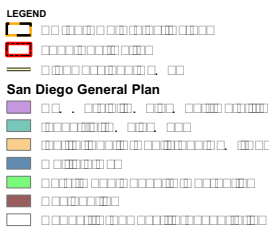
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**FIGURE 7c**  
SR-15 Mid-City BRT

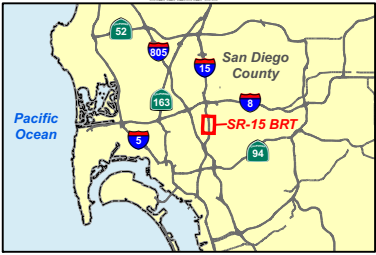
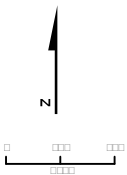
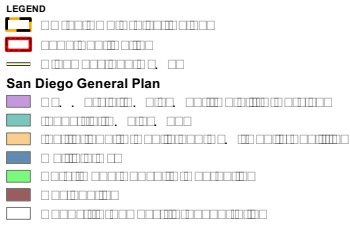
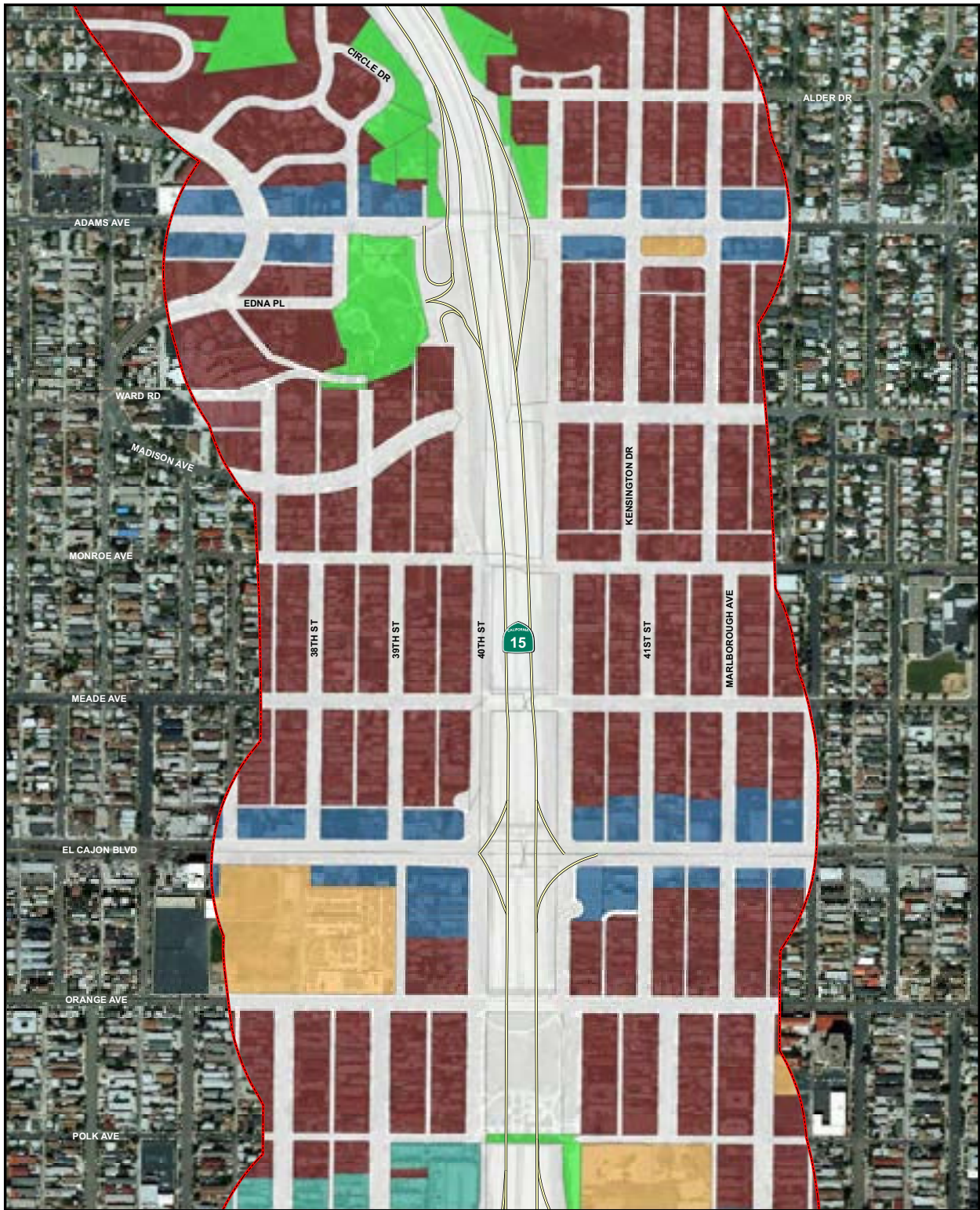
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**FIGURE 8a**  
SR-15 Mid-City BRT

San Diego General Plan  
 Urban Form  
 Urban Core  
 Urban Center  
 Urban Edge  
 Urban Fringe  
 Rural  
 Open Space  
 Rural  
 Rural

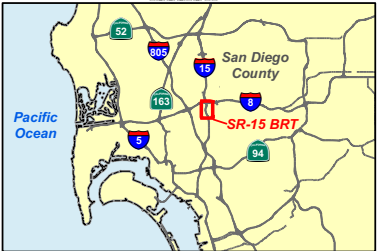
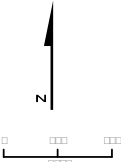
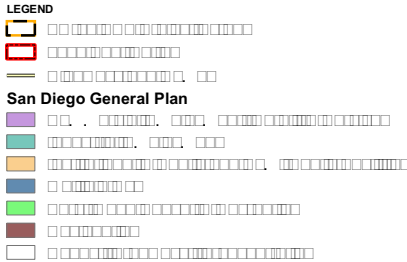
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**FIGURE 8b**  
SR-15 Mid-City BRT

San Diego County

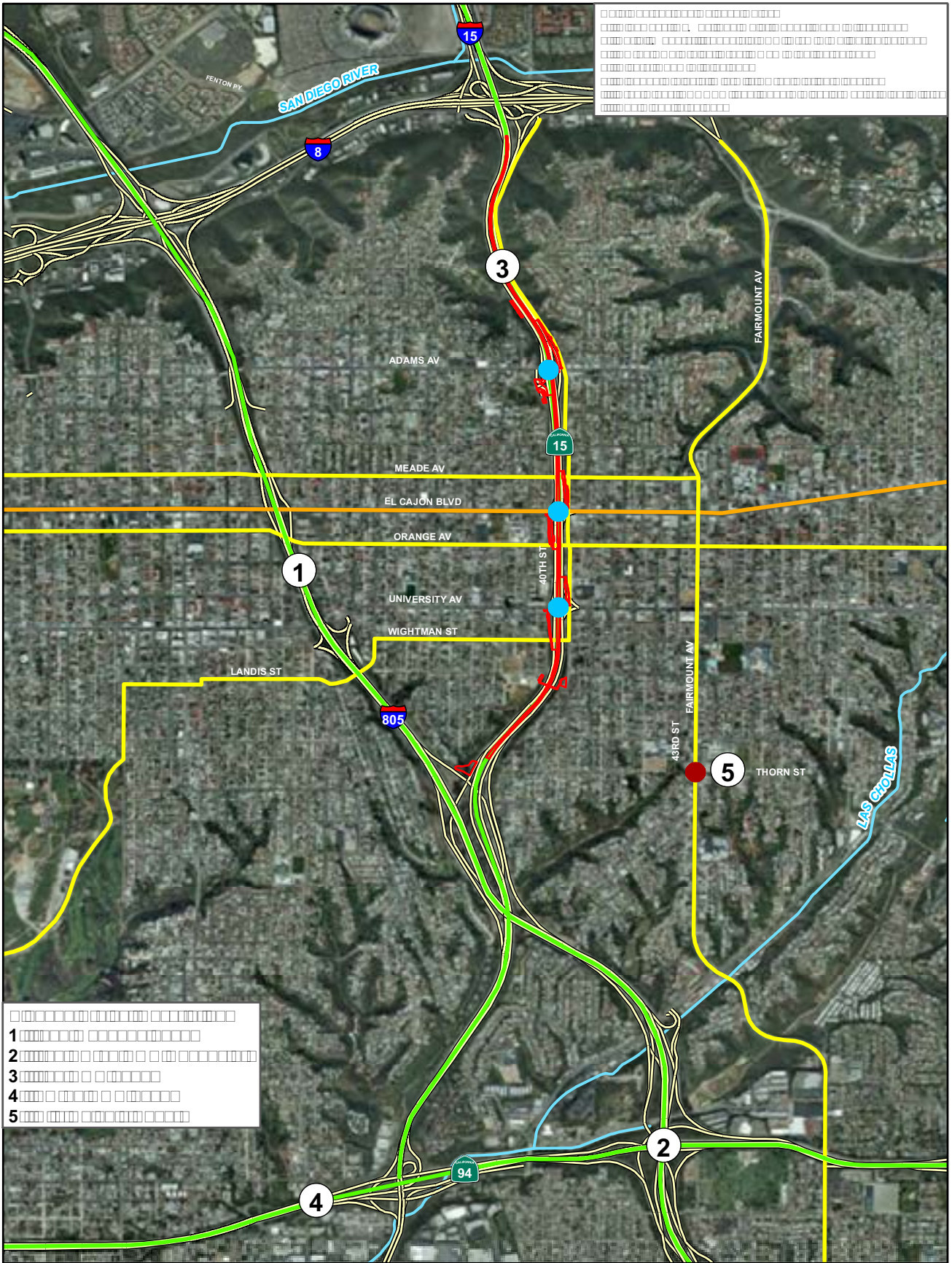
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San Diego County  
 SR-15 BRT  
 SR-15 Mid-City BRT

**FIGURE 8c**  
 SR-15 Mid-City BRT

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**FIGURE 9**  
SR-15 Mid-City BRT



## 2.2 Growth

### 2.2.1 Regulatory Setting

Environmental impacts of the project are analyzed in the context of the regulatory setting. The regulatory setting includes the laws, regulations, and policies that govern the project and its impacts. The regulatory setting also includes the agencies that are responsible for enforcing these laws, regulations, and policies. The regulatory setting is an important factor in determining the project's impacts and the measures that are needed to avoid, minimize, and/or mitigate these impacts.

The regulatory setting for the project includes the following laws, regulations, and policies: [List of laws, regulations, and policies]. The agencies responsible for enforcing these laws, regulations, and policies are [List of agencies].

### 2.2.2 Affected Environment

The project will affect the environment in a number of ways. The affected environment includes the physical environment, the biological environment, and the cultural environment. The project will affect the physical environment by [List of physical impacts]. The project will affect the biological environment by [List of biological impacts]. The project will affect the cultural environment by [List of cultural impacts].

The project will also affect the environment in a number of ways that are not directly related to the physical, biological, or cultural environment. These impacts include [List of other impacts].

### 2.2.3 Environmental Consequences

#### Build Alternatives

The project will have a number of environmental consequences. The consequences of the project include [List of consequences]. The project will also have a number of environmental consequences that are not directly related to the physical, biological, or cultural environment. These consequences include [List of other consequences].

\_\_\_\_\_

### No Build Alternative

\_\_\_\_\_

## 2.2.4 Avoidance, Minimization, and/or Mitigation Measures

\_\_\_\_\_

## 2.3 Community Impacts

### 2.3.1 Community Character and Cohesion

#### 2.3.1.1 Regulatory Setting

\_\_\_\_\_

\_\_\_\_\_

#### 2.3.1.2 Affected Environment

\_\_\_\_\_

#### *Communities within the Project Area*

\_\_\_\_\_

\_\_\_\_\_





Construction activities for the proposed project will be limited to the construction of the BRT station and the associated infrastructure. Construction activities are expected to be completed within a period of 18 months. Construction activities will be limited to the construction of the BRT station and the associated infrastructure. Construction activities are expected to be completed within a period of 18 months.

The proposed project will be constructed in an area that is currently undeveloped. Construction activities will be limited to the construction of the BRT station and the associated infrastructure. Construction activities are expected to be completed within a period of 18 months. Construction activities will be limited to the construction of the BRT station and the associated infrastructure. Construction activities are expected to be completed within a period of 18 months.

The proposed project will be constructed in an area that is currently undeveloped. Construction activities will be limited to the construction of the BRT station and the associated infrastructure. Construction activities are expected to be completed within a period of 18 months. Construction activities will be limited to the construction of the BRT station and the associated infrastructure. Construction activities are expected to be completed within a period of 18 months.

**TABLE 4**

TABLE 4. DEMOGRAPHIC AND ECONOMIC CHARACTERISTICS OF THE STUDY AREA

|   | Population | Average Household Size | Owner-Occupied Housing | Renter-Occupied Housing | Median Year Householder Moved in (Owner-Occupied) | Median Year Householder Moved in (Renter-Occupied) | Race   | Median Age | Number of people over Age 65 | Median Household Income in 1999 | Individuals Below Poverty Level |
|---|------------|------------------------|------------------------|-------------------------|---|--|--|------------|------------------------------|---------------------------------|---------------------------------|
| City of San Diego                           | 350,000    | 2.6                    | 45%                    | 55%                     | 1995  | 1995   | White 55%, Hispanic 25%, Black 10%, Asian 8%, Other 2% | 35         | 10%                          | \$25,000                        | 10%                             |
| San Diego County                            | 2,300,000  | 2.7                    | 55%                    | 45%                     | 1995  | 1995   | White 65%, Hispanic 20%, Black 8%, Asian 5%, Other 2%  | 35         | 10%                          | \$25,000                        | 10%                             |
| San Diego Metropolitan Area                 | 3,800,000  | 2.7                    | 55%                    | 45%                     | 1995  | 1995   | White 65%, Hispanic 20%, Black 8%, Asian 5%, Other 2%  | 35         | 10%                          | \$25,000                        | 10%                             |
| San Diego County (Excluding San Diego City) | 1,950,000  | 2.7                    | 55%                    | 45%                     | 1995  | 1995   | White 65%, Hispanic 20%, Black 8%, Asian 5%, Other 2%  | 35         | 10%                          | \$25,000                        | 10%                             |

**TABLE 4**

TABLE 4. ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED PROJECT

|  | Population   | Average Household Size   | Owner-Occupied Housing   | Renter-Occupied Housing  | Median Year Householder Moved in (Owner-Occupied)                  | Median Year Householder Moved in (Renter-Occupied)                 | Race   | Median Age   | Number of people over Age 65                                       | Median Household Income in 1999                                    | Individuals Below Poverty Level                                    |
|--|--|--|--|--|--|--|--|--|--|--|--|
| <p>TABLE 4. ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED PROJECT</p> | <p>TABLE 4. ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED PROJECT</p> | <p>TABLE 4. ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED PROJECT</p> | <p>TABLE 4. ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED PROJECT</p> | <p>TABLE 4. ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED PROJECT</p> | <p>TABLE 4. ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED PROJECT</p> | <p>TABLE 4. ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED PROJECT</p> | <p>TABLE 4. ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED PROJECT</p> | <p>TABLE 4. ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED PROJECT</p> | <p>TABLE 4. ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED PROJECT</p> | <p>TABLE 4. ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED PROJECT</p> | <p>TABLE 4. ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED PROJECT</p> |
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### 2.3.1.3 Environmental Consequences

#### Build Alternatives

##### *Median Alternative with Center Platforms*

Construction activities associated with the proposed project will result in short-term impacts on the environment. Impacts will be limited to the construction area and will be temporary in nature. Impacts will be avoided, minimized, and/or mitigated through the implementation of the proposed project's environmental mitigation measures. Impacts will be avoided, minimized, and/or mitigated through the implementation of the proposed project's environmental mitigation measures. Impacts will be avoided, minimized, and/or mitigated through the implementation of the proposed project's environmental mitigation measures. Impacts will be avoided, minimized, and/or mitigated through the implementation of the proposed project's environmental mitigation measures.

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##### *Median Alternative with Side Platforms*

Construction activities associated with the proposed project will result in short-term impacts on the environment. Impacts will be limited to the construction area and will be temporary in nature. Impacts will be avoided, minimized, and/or mitigated through the implementation of the proposed project's environmental mitigation measures. Impacts will be avoided, minimized, and/or mitigated through the implementation of the proposed project's environmental mitigation measures. Impacts will be avoided, minimized, and/or mitigated through the implementation of the proposed project's environmental mitigation measures. Impacts will be avoided, minimized, and/or mitigated through the implementation of the proposed project's environmental mitigation measures.

Construction activities for the project will be limited to the construction of the BRT station and the BRT ramp. Construction activities for the BRT station will include the construction of the station structure, the construction of the station platform, and the construction of the station entrance and exit. Construction activities for the BRT ramp will include the construction of the ramp structure, the construction of the ramp deck, and the construction of the ramp approach. Construction activities for the BRT station and the BRT ramp will be limited to the construction of the BRT station and the BRT ramp. Construction activities for the BRT station and the BRT ramp will be limited to the construction of the BRT station and the BRT ramp.

The BRT station and the BRT ramp will be constructed on the site of the BRT station and the BRT ramp. The BRT station and the BRT ramp will be constructed on the site of the BRT station and the BRT ramp. The BRT station and the BRT ramp will be constructed on the site of the BRT station and the BRT ramp. The BRT station and the BRT ramp will be constructed on the site of the BRT station and the BRT ramp.

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**Ramp Alternative**

The BRT ramp will be constructed on the site of the BRT ramp. The BRT ramp will be constructed on the site of the BRT ramp. The BRT ramp will be constructed on the site of the BRT ramp. The BRT ramp will be constructed on the site of the BRT ramp. The BRT ramp will be constructed on the site of the BRT ramp. The BRT ramp will be constructed on the site of the BRT ramp. The BRT ramp will be constructed on the site of the BRT ramp.

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Environmental impacts of the proposed project are expected to be temporary and limited in scope. The project will be subject to various regulatory requirements, including those related to air quality, water quality, and noise. The project will also be subject to various permitting requirements, including those related to wetlands, historic resources, and cultural resources. The project will be subject to various monitoring and reporting requirements, including those related to air quality, water quality, and noise. The project will be subject to various mitigation measures, including those related to air quality, water quality, and noise.

The project will be subject to various regulatory requirements, including those related to air quality, water quality, and noise. The project will also be subject to various permitting requirements, including those related to wetlands, historic resources, and cultural resources. The project will be subject to various monitoring and reporting requirements, including those related to air quality, water quality, and noise. The project will be subject to various mitigation measures, including those related to air quality, water quality, and noise.

**No Build Alternative**

The No Build Alternative would result in no construction or operation of the proposed project. This alternative would avoid all of the potential impacts associated with the proposed project, including those related to air quality, water quality, noise, and other environmental factors. The No Build Alternative would also avoid all of the potential benefits associated with the proposed project, including those related to improved transportation, economic development, and other factors.

**2.3.1.4 Avoidance, Minimization, and/or Mitigation Measures**

The project will be subject to various avoidance, minimization, and/or mitigation measures, including those related to air quality, water quality, noise, and other environmental factors. These measures will be designed to avoid, minimize, or mitigate the potential impacts of the proposed project on the environment.

The project will be subject to various avoidance, minimization, and/or mitigation measures, including those related to air quality, water quality, noise, and other environmental factors. These measures will be designed to avoid, minimize, or mitigate the potential impacts of the proposed project on the environment.

**2.3.2 Environmental Justice**

**2.3.2.1 Regulatory Setting**

The project will be subject to various regulatory requirements, including those related to air quality, water quality, noise, and other environmental factors. The project will also be subject to various permitting requirements, including those related to wetlands, historic resources, and cultural resources. The project will be subject to various monitoring and reporting requirements, including those related to air quality, water quality, and noise. The project will be subject to various mitigation measures, including those related to air quality, water quality, and noise.

The project will be subject to various regulatory requirements, including those related to air quality, water quality, noise, and other environmental factors. The project will also be subject to various permitting requirements, including those related to wetlands, historic resources, and cultural resources. The project will be subject to various monitoring and reporting requirements, including those related to air quality, water quality, and noise. The project will be subject to various mitigation measures, including those related to air quality, water quality, and noise.

**2.3.2.2 Affected Environment**

The project will be subject to various regulatory requirements, including those related to air quality, water quality, noise, and other environmental factors. The project will also be subject to various permitting requirements, including those related to wetlands, historic resources, and cultural resources. The project will be subject to various monitoring and reporting requirements, including those related to air quality, water quality, and noise. The project will be subject to various mitigation measures, including those related to air quality, water quality, and noise.

Environmental impacts of the proposed project are expected to be temporary and reversible. The project will be implemented in a manner that minimizes impacts on the environment. The project will be implemented in a manner that is consistent with the applicable laws and regulations. The project will be implemented in a manner that is consistent with the applicable laws and regulations. The project will be implemented in a manner that is consistent with the applicable laws and regulations.

### 2.3.2.3 Environmental Consequences

#### Build Alternatives

The proposed project will be implemented in a manner that minimizes impacts on the environment. The project will be implemented in a manner that is consistent with the applicable laws and regulations. The project will be implemented in a manner that is consistent with the applicable laws and regulations. The project will be implemented in a manner that is consistent with the applicable laws and regulations.

#### No Build Alternative

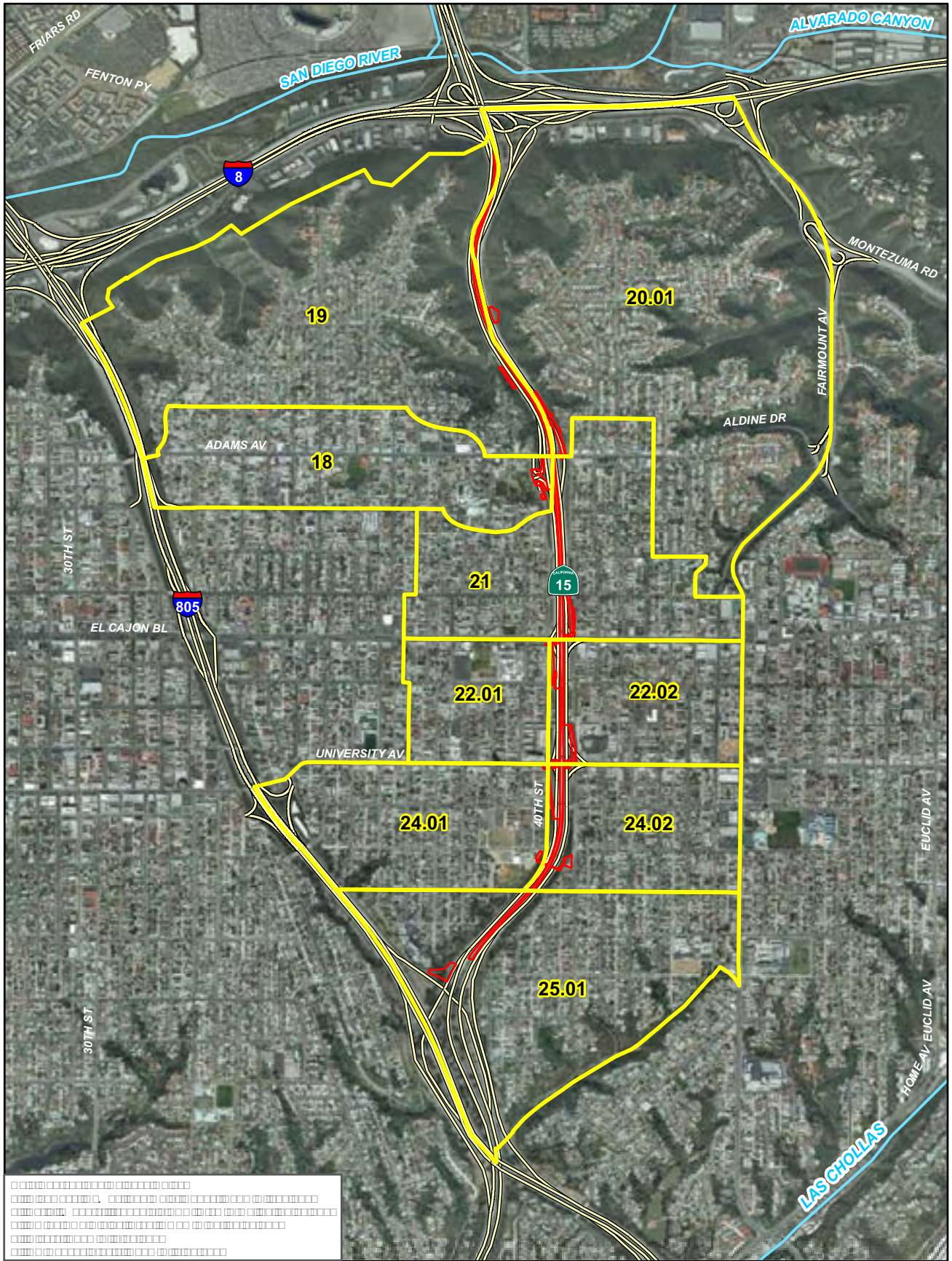
The proposed project will be implemented in a manner that minimizes impacts on the environment. The project will be implemented in a manner that is consistent with the applicable laws and regulations. The project will be implemented in a manner that is consistent with the applicable laws and regulations. The project will be implemented in a manner that is consistent with the applicable laws and regulations.

### 2.3.2.4 Avoidance, Minimization, and/or Mitigation Measures

The proposed project will be implemented in a manner that minimizes impacts on the environment. The project will be implemented in a manner that is consistent with the applicable laws and regulations. The project will be implemented in a manner that is consistent with the applicable laws and regulations.

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□



**FIGURE 10**  
 SR-15 Mid-City BRT

## 2.4 Utilities/Emergency Services

### 2.4.1 Affected Environment

#### Utilities

Construction activities for the SR-15 Mid-City BRT project will involve the installation of utility infrastructure, including water, sewer, and gas lines. The project area is primarily residential and commercial, with existing utility lines in place. The project will require the installation of new utility lines to support the BRT system, including the installation of water lines for the BRT station and bus stop areas, and the installation of sewer lines for the BRT station and bus stop areas. The project will also require the installation of gas lines for the BRT station and bus stop areas. The project will be completed in accordance with the SR-15 Mid-City BRT project schedule, and the project will be completed in accordance with the SR-15 Mid-City BRT project budget.

The project will be completed in accordance with the SR-15 Mid-City BRT project schedule, and the project will be completed in accordance with the SR-15 Mid-City BRT project budget. The project will be completed in accordance with the SR-15 Mid-City BRT project schedule, and the project will be completed in accordance with the SR-15 Mid-City BRT project budget.

The project will be completed in accordance with the SR-15 Mid-City BRT project schedule, and the project will be completed in accordance with the SR-15 Mid-City BRT project budget. The project will be completed in accordance with the SR-15 Mid-City BRT project schedule, and the project will be completed in accordance with the SR-15 Mid-City BRT project budget.

#### Emergency Services

The project will be completed in accordance with the SR-15 Mid-City BRT project schedule, and the project will be completed in accordance with the SR-15 Mid-City BRT project budget. The project will be completed in accordance with the SR-15 Mid-City BRT project schedule, and the project will be completed in accordance with the SR-15 Mid-City BRT project budget.

**TABLE 5**

Utility Service Locations and Distances from Project

| Service | Address      | Distance from Project |
|---------|--------------|-----------------------|
| Water   | 1234 Main St | 0.5 miles             |
| Water   | 5678 Main St | 0.5 miles             |
| Water   | 9101 Main St | 0.5 miles             |
| Water   | 2345 Main St | 0.5 miles             |

□

### 2.4.2 Environmental Consequences

#### Build Alternatives

The project will be completed in accordance with the SR-15 Mid-City BRT project schedule, and the project will be completed in accordance with the SR-15 Mid-City BRT project budget. The project will be completed in accordance with the SR-15 Mid-City BRT project schedule, and the project will be completed in accordance with the SR-15 Mid-City BRT project budget.

... ..

... ..

**No Build Alternative**

... ..

**2.4.3 Avoidance, Minimization, and/or Mitigation Measures**

... ..

- ... ..
- ... ..
- ... ..

**2.5 Traffic and Transportation/Pedestrian and Bicycle Facilities**

**2.5.1 Regulatory Setting**

... ..

... ..

## 2.5.2 Affected Environment

The project will affect the environment in several ways. The most significant effects are expected to be related to the construction and operation of the project. The construction phase will involve the clearing of land, the construction of the roadway, and the installation of the BRT system. The operation phase will involve the use of the roadway and the BRT system.

The project will also affect the environment in several ways. The most significant effects are expected to be related to the construction and operation of the project. The construction phase will involve the clearing of land, the construction of the roadway, and the installation of the BRT system. The operation phase will involve the use of the roadway and the BRT system.

The project will also affect the environment in several ways. The most significant effects are expected to be related to the construction and operation of the project. The construction phase will involve the clearing of land, the construction of the roadway, and the installation of the BRT system. The operation phase will involve the use of the roadway and the BRT system.

**TABLE 6**

Summary of Environmental Impacts and Mitigation Measures

| Freeway Mainline Segments |                  |
|---------------------------|------------------|
| SR-15 Northbound          | SR-15 Southbound |
| SR-15 Northbound          | SR-15 Southbound |
| SR-15 Northbound          | SR-15 Southbound |
| SR-15 Northbound          | SR-15 Southbound |

| Weaving Segments        |                  |
|-------------------------|------------------|
| <i>Northbound SR-15</i> |                  |
| SR-15 Northbound        | SR-15 Southbound |
| SR-15 Northbound        | SR-15 Southbound |
| SR-15 Northbound        | SR-15 Southbound |
| <i>Southbound SR-15</i> |                  |
| SR-15 Northbound        | SR-15 Southbound |
| SR-15 Northbound        | SR-15 Southbound |
| SR-15 Northbound        | SR-15 Southbound |

| Intersections    |                  |
|------------------|------------------|
| SR-15 Northbound | SR-15 Southbound |
| SR-15 Northbound | SR-15 Southbound |
| SR-15 Northbound | SR-15 Southbound |
| SR-15 Northbound | SR-15 Southbound |
| SR-15 Northbound | SR-15 Southbound |
| SR-15 Northbound | SR-15 Southbound |
| SR-15 Northbound | SR-15 Southbound |
| SR-15 Northbound | SR-15 Southbound |

The project will affect the environment in several ways. The most significant effects are expected to be related to the construction and operation of the project. The construction phase will involve the clearing of land, the construction of the roadway, and the installation of the BRT system. The operation phase will involve the use of the roadway and the BRT system.

**TABLE 7**

TABLE 7: AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

| #  | From          | To            | ADT    | AM     | PM     |
|--|---------------|---------------|--------|--------|--------|
| <b>Northbound SR-15 Freeway Segments</b> |               |               |        |        |        |
| 1  | SR-15 Freeway | SR-15 Freeway | 10,000 | 10,000 | 10,000 |
| 2  | SR-15 Freeway | SR-15 Freeway | 10,000 | 10,000 | 10,000 |
| 3  | SR-15 Freeway | SR-15 Freeway | 10,000 | 10,000 | 10,000 |
| 4  | SR-15 Freeway | SR-15 Freeway | 10,000 | 10,000 | 10,000 |
| 5  | SR-15 Freeway | SR-15 Freeway | 10,000 | 10,000 | 10,000 |
| 6  | SR-15 Freeway | SR-15 Freeway | 10,000 | 10,000 | 10,000 |
| 7  | SR-15 Freeway | SR-15 Freeway | 10,000 | 10,000 | 10,000 |
| <b>Southbound SR-15 Freeway Segments</b> |               |               |        |        |        |
| 1  | SR-15 Freeway | SR-15 Freeway | 10,000 | 10,000 | 10,000 |
| 2  | SR-15 Freeway | SR-15 Freeway | 10,000 | 10,000 | 10,000 |
| 3  | SR-15 Freeway | SR-15 Freeway | 10,000 | 10,000 | 10,000 |
| 4  | SR-15 Freeway | SR-15 Freeway | 10,000 | 10,000 | 10,000 |
| 5  | SR-15 Freeway | SR-15 Freeway | 10,000 | 10,000 | 10,000 |
| 6  | SR-15 Freeway | SR-15 Freeway | 10,000 | 10,000 | 10,000 |
| 7  | SR-15 Freeway | SR-15 Freeway | 10,000 | 10,000 | 10,000 |

**TABLE 8**

TABLE 8: AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

| #  | Ramp          | Direction     | ADT    | AM     | PM     |
|----|---------------|---------------|--------|--------|--------|
| 1  | SR-15 Freeway | SR-15 Freeway | 10,000 | 10,000 | 10,000 |
| 2  | SR-15 Freeway | SR-15 Freeway | 10,000 | 10,000 | 10,000 |
| 3  | SR-15 Freeway | SR-15 Freeway | 10,000 | 10,000 | 10,000 |
| 4  | SR-15 Freeway | SR-15 Freeway | 10,000 | 10,000 | 10,000 |
| 5  | SR-15 Freeway | SR-15 Freeway | 10,000 | 10,000 | 10,000 |
| 6  | SR-15 Freeway | SR-15 Freeway | 10,000 | 10,000 | 10,000 |
| 7  | SR-15 Freeway | SR-15 Freeway | 10,000 | 10,000 | 10,000 |
| 8  | SR-15 Freeway | SR-15 Freeway | 10,000 | 10,000 | 10,000 |
| 9  | SR-15 Freeway | SR-15 Freeway | 10,000 | 10,000 | 10,000 |
| 10 | SR-15 Freeway | SR-15 Freeway | 10,000 | 10,000 | 10,000 |
| 11 | SR-15 Freeway | SR-15 Freeway | 10,000 | 10,000 | 10,000 |
| 12 | SR-15 Freeway | SR-15 Freeway | 10,000 | 10,000 | 10,000 |

TABLE 8: AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

- SR-15 Freeway, SR-15 Freeway, SR-15 Freeway, SR-15 Freeway, SR-15 Freeway
- SR-15 Freeway, SR-15 Freeway, SR-15 Freeway, SR-15 Freeway, SR-15 Freeway
- SR-15 Freeway, SR-15 Freeway, SR-15 Freeway, SR-15 Freeway, SR-15 Freeway

Table 9: Summary of Level of Service (LOS) for SR-15 Freeway Segments. The table is organized into Northbound and Southbound sections, with columns for Segment #, From, To, AM, LOS, PM, and LOS. Specific segments are highlighted with a yellow background where LOS is 'E'.

**TABLE 9**

Summary of Level of Service (LOS) for SR-15 Freeway Segments

| #  | From           | To             | AM | LOS | PM | LOS |
|--|----------------|----------------|----|-----|----|-----|
| <b>Northbound SR-15 Freeway Segments</b> |                |                |    |     |    |     |
| 1  | SR-15 at SR-15 | SR-15 at SR-15 |    | E   |    |     |
| 2  | SR-15 at SR-15 | SR-15 at SR-15 |    |     |    |     |
| 3  | SR-15 at SR-15 | SR-15 at SR-15 |    |     |    |     |
| 4  | SR-15 at SR-15 | SR-15 at SR-15 |    |     |    |     |
| 5  | SR-15 at SR-15 | SR-15 at SR-15 |    |     |    |     |
| 6  | SR-15 at SR-15 | SR-15 at SR-15 |    |     |    |     |
| 7  | SR-15 at SR-15 | SR-15 at SR-15 |    | E   |    |     |
| <b>Southbound SR-15 Freeway Segments</b> |                |                |    |     |    |     |
| 1  | SR-15 at SR-15 | SR-15 at SR-15 |    |     |    |     |
| 2  | SR-15 at SR-15 | SR-15 at SR-15 |    |     |    |     |
| 3  | SR-15 at SR-15 | SR-15 at SR-15 |    |     |    |     |
| 4  | SR-15 at SR-15 | SR-15 at SR-15 |    |     |    |     |
| 5  | SR-15 at SR-15 | SR-15 at SR-15 |    |     |    |     |
| 6  | SR-15 at SR-15 | SR-15 at SR-15 |    |     |    |     |
| 7  | SR-15 at SR-15 | SR-15 at SR-15 |    |     |    | E   |

Table 9: Summary of Level of Service (LOS) for SR-15 Freeway Segments

- 
- 

Table 10: Summary of Level of Service (LOS) for SR-15 Intersections. The table is organized into columns for Intersection #, Intersection, Control, AM Delay (min), AM LOS, PM Delay (min), and PM LOS.

**TABLE 10**

Summary of Level of Service (LOS) for SR-15 Intersections

| # | Intersection   | Control | AM          |     | PM          |     |
|---|----------------|---------|-------------|-----|-------------|-----|
|   |                |         | Delay (min) | LOS | Delay (min) | LOS |
| 1 | SR-15 at SR-15 | SR-15   |             |     |             |     |
| 2 | SR-15 at SR-15 | SR-15   |             |     |             |     |
| 3 | SR-15 at SR-15 | SR-15   |             |     |             |     |
| 4 | SR-15 at SR-15 | SR-15   |             |     |             |     |
| 5 | SR-15 at SR-15 | SR-15   |             |     |             |     |
| 6 | SR-15 at SR-15 | SR-15   |             |     |             |     |
| 7 | SR-15 at SR-15 | SR-15   |             |     |             |     |

-

### ***Pedestrian/Bicycle Facilities***

The project will provide pedestrian and bicycle facilities along the project alignment. The project will provide sidewalks on both sides of the project alignment. The project will provide bicycle lanes on both sides of the project alignment. The project will provide crosswalks at all intersections along the project alignment. The project will provide signage for pedestrians and bicyclists at all intersections along the project alignment. The project will provide lighting for pedestrian and bicycle facilities along the project alignment. The project will provide landscaping for pedestrian and bicycle facilities along the project alignment. The project will provide art for pedestrian and bicycle facilities along the project alignment. The project will provide other amenities for pedestrian and bicycle facilities along the project alignment.

The project will provide pedestrian and bicycle facilities along the project alignment. The project will provide sidewalks on both sides of the project alignment. The project will provide bicycle lanes on both sides of the project alignment. The project will provide crosswalks at all intersections along the project alignment. The project will provide signage for pedestrians and bicyclists at all intersections along the project alignment. The project will provide lighting for pedestrian and bicycle facilities along the project alignment. The project will provide landscaping for pedestrian and bicycle facilities along the project alignment. The project will provide art for pedestrian and bicycle facilities along the project alignment. The project will provide other amenities for pedestrian and bicycle facilities along the project alignment.

- The project will provide sidewalks on both sides of the project alignment.
- The project will provide bicycle lanes on both sides of the project alignment.
- The project will provide crosswalks at all intersections along the project alignment.

- The project will provide signage for pedestrians and bicyclists at all intersections along the project alignment.
- The project will provide lighting for pedestrian and bicycle facilities along the project alignment.
- The project will provide landscaping for pedestrian and bicycle facilities along the project alignment.
- The project will provide art for pedestrian and bicycle facilities along the project alignment.

The project will provide pedestrian and bicycle facilities along the project alignment. The project will provide sidewalks on both sides of the project alignment. The project will provide bicycle lanes on both sides of the project alignment. The project will provide crosswalks at all intersections along the project alignment. The project will provide signage for pedestrians and bicyclists at all intersections along the project alignment. The project will provide lighting for pedestrian and bicycle facilities along the project alignment. The project will provide landscaping for pedestrian and bicycle facilities along the project alignment. The project will provide art for pedestrian and bicycle facilities along the project alignment. The project will provide other amenities for pedestrian and bicycle facilities along the project alignment.

### ***Public Transportation***

The project will provide public transportation facilities along the project alignment. The project will provide bus stops at all intersections along the project alignment. The project will provide bicycle racks at all bus stops along the project alignment. The project will provide signage for public transportation facilities along the project alignment. The project will provide lighting for public transportation facilities along the project alignment. The project will provide landscaping for public transportation facilities along the project alignment. The project will provide art for public transportation facilities along the project alignment. The project will provide other amenities for public transportation facilities along the project alignment.

The project will provide public transportation facilities along the project alignment. The project will provide bus stops at all intersections along the project alignment. The project will provide bicycle racks at all bus stops along the project alignment. The project will provide signage for public transportation facilities along the project alignment. The project will provide lighting for public transportation facilities along the project alignment. The project will provide landscaping for public transportation facilities along the project alignment. The project will provide art for public transportation facilities along the project alignment. The project will provide other amenities for public transportation facilities along the project alignment.

Environmental consequences of the proposed project are discussed in Section 2.5.3. The proposed project is expected to have a net benefit to the environment due to the construction of new green infrastructure and the reduction of impervious surfaces. The proposed project is expected to have a net benefit to the environment due to the construction of new green infrastructure and the reduction of impervious surfaces.

### 2.5.3 Environmental Consequences

The proposed project is expected to have a net benefit to the environment due to the construction of new green infrastructure and the reduction of impervious surfaces. The proposed project is expected to have a net benefit to the environment due to the construction of new green infrastructure and the reduction of impervious surfaces.

#### Intersection Analysis

The intersection analysis was conducted to evaluate the potential impacts of the proposed project on the surrounding transportation network. The analysis was conducted using the Highway Capacity Software (HCS) and the results are presented in Table 11. The proposed project is expected to have a net benefit to the environment due to the construction of new green infrastructure and the reduction of impervious surfaces.

**TABLE 11**

Intersection Analysis Results

| # | Study Intersection | Control | AM Peak Hour |     | PM Peak Hour |     |
|---|--------------------|---------|--------------|-----|--------------|-----|
|   |                    |         | Delay*       | LOS | Delay*       | LOS |
| 1 | 1st St. / 2nd St.  | Signal  | 120          | D   | 110          | D   |
| 2 | 1st St. / 3rd St.  | Signal  | 130          | D   | 120          | D   |
| 3 | 2nd St. / 3rd St.  | Signal  | 140          | D   | 130          | D   |
| 4 | 3rd St. / 4th St.  | Signal  | 150          | D   | 140          | D   |
| 5 | 4th St. / 5th St.  | Signal  | 160          | D   | 150          | D   |
| 6 | 5th St. / 6th St.  | Signal  | 170          | D   | 160          | D   |
| 7 | 6th St. / 7th St.  | Signal  | 180          | D   | 170          | D   |

\* Delay in seconds per vehicle

The intersection analysis was conducted to evaluate the potential impacts of the proposed project on the surrounding transportation network. The analysis was conducted using the Highway Capacity Software (HCS) and the results are presented in Table 11. The proposed project is expected to have a net benefit to the environment due to the construction of new green infrastructure and the reduction of impervious surfaces.

**TABLE 12**

| #  | Study Intersection | Control | AM Peak Hour |     | PM Peak Hour |     |
|----|--------------------|---------|--------------|-----|--------------|-----|
|    |                    |         | Delay*       | LOS | Delay*       | LOS |
| 01 | SR-15/15th St      | Signal  | 100          | D   | 100          | D   |
| 02 | SR-15/20th St      | Signal  | 100          | D   | 100          | D   |
| 03 | SR-15/25th St      | Signal  | 100          | D   | 100          | D   |
| 04 | SR-15/30th St      | Signal  | 100          | D   | 100          | D   |
| 05 | SR-15/35th St      | Signal  | 100          | D   | 100          | D   |
| 06 | SR-15/40th St      | Signal  | 100          | D   | 100          | D   |
| 07 | SR-15/45th St      | Signal  | 100          | D   | 100          | D   |

\* Delay in seconds per vehicle

**Freeway Analysis**

The freeway analysis was performed using the Highway Capacity Software (HCS) to evaluate the performance of the SR-15 mainline segments during the AM peak hour. The analysis considers the impact of the proposed BRT project on the existing freeway traffic. The results show that the proposed project will have a minimal impact on the freeway performance, with delays remaining within acceptable limits.

The analysis also considers the impact of the proposed BRT project on the existing freeway traffic during the PM peak hour. The results show that the proposed project will have a minimal impact on the freeway performance, with delays remaining within acceptable limits. The analysis also considers the impact of the proposed BRT project on the existing freeway traffic during the AM peak hour. The results show that the proposed project will have a minimal impact on the freeway performance, with delays remaining within acceptable limits.

**TABLE 13**

Table 13: Northbound SR-15 Mainline Segments – AM Peak

| Northbound SR-15 Mainline Segments – AM Peak |               | No Build        |     | Median Alternatives |     | Ramp Alternative |     |
|--|---------------|-----------------|-----|---------------------|-----|------------------|-----|
| Segment                                      | Description   | Density (vpmpl) | LOS | Density (vpmpl)     | LOS | Density (vpmpl)  | LOS |
| 01   | SR-15/15th St | 100             | D   | 100                 | D   | 100              | D   |
| 02   | SR-15/20th St | 100             | D   | 100                 | D   | 100              | D   |
| 03   | SR-15/25th St | 100             | D   | 100                 | D   | 100              | D   |
| 04   | SR-15/30th St | 100             | D   | 100                 | D   | 100              | D   |
| 05   | SR-15/35th St | 100             | D   | 100                 | D   | 100              | D   |

**TABLE 13**

| Northbound SR-15 Mainline Segments – AM Peak |             | No Build        |     | Median Alternatives |     | Ramp Alternative |     |
|--|-------------|-----------------|-----|---------------------|-----|------------------|-----|
| Segment                                      | Description | Density (vpmpl) | LOS | Density (vpmpl)     | LOS | Density (vpmpl)  | LOS |
|  |             |                 |     |                     |     |                  |     |
|  |             |                 |     |                     |     |                  |     |
|  |             | 58              | F   | 53                  | F   | 58               | F   |
|  |             | 81              | F   | 79                  | F   | 81               | F   |

**TABLE 14**

| Southbound SR-15 Mainline Segments – PM Peak |             | No Build        |     | Median Alternatives |     | Ramp Alternative |     |
|--|-------------|-----------------|-----|---------------------|-----|------------------|-----|
| Segment                                      | Description | Density (vpmpl) | LOS | Density (vpmpl)     | LOS | Density (vpmpl)  | LOS |
|  |             |                 |     |                     |     |                  |     |
|  |             |                 |     |                     |     |                  |     |
|  |             |                 |     |                     |     |                  |     |
|  |             |                 |     |                     |     |                  |     |
|  |             |                 |     |                     |     |                  |     |
|  |             |                 |     |                     |     |                  |     |
|  |             |                 |     |                     |     |                  |     |
|  |             |                 |     |                     |     |                  |     |
|  |             |                 |     |                     |     |                  |     |
|  |             |                 |     |                     |     |                  |     |
|  |             |                 |     |                     |     |                  |     |
|  |             |                 |     |                     |     |                  |     |
|  |             |                 |     |                     |     |                  |     |

TABLE 15 provides a summary of the predicted traffic volumes, density, and level of service (LOS) for the Northbound SR-15 Mainline Segments during the AM Peak. The table compares three alternatives: No Build, Median Alternatives, and Ramp Alternative. The data is presented in the following table:

**TABLE 15**

TABLE 15 provides a summary of the predicted traffic volumes, density, and level of service (LOS) for the Northbound SR-15 Mainline Segments during the AM Peak. The table compares three alternatives: No Build, Median Alternatives, and Ramp Alternative. The data is presented in the following table:

| Northbound SR-15 Mainline Segments – AM Peak |                           | No Build        |     | Median Alternatives |     | Ramp Alternative |     |
|--|---------------------------|-----------------|-----|---------------------|-----|------------------|-----|
| Segment                                      | Description               | Density (vpmpl) | LOS | Density (vpmpl)     | LOS | Density (vpmpl)  | LOS |
| 01   | SR-15 Mainline Segment 01 | 100             | D   | 100                 | D   | 100              | D   |
| 02   | SR-15 Mainline Segment 02 | 100             | D   | 100                 | D   | 100              | D   |
| 03   | SR-15 Mainline Segment 03 | 100             | D   | 100                 | D   | 100              | D   |
| 04   | SR-15 Mainline Segment 04 | 100             | D   | 100                 | D   | 100              | D   |
| 05   | SR-15 Mainline Segment 05 | 100             | D   | 100                 | D   | 100              | D   |
| 06   | SR-15 Mainline Segment 06 | 100             | D   | 100                 | D   | 100              | D   |
| 07   | SR-15 Mainline Segment 07 | 100             | D   | 100                 | D   | 100              | D   |
| 08   | SR-15 Mainline Segment 08 | 100             | D   | 100                 | D   | 100              | D   |
| 09   | SR-15 Mainline Segment 09 | 50              | F   | 38                  | E   | 47               | F   |
| 10   | SR-15 Mainline Segment 10 | 68              | F   | 64                  | F   | 68               | F   |

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□

**TABLE 16**

TABLE 16 provides a summary of the predicted traffic volumes, density, and level of service (LOS) for the Southbound SR-15 Mainline Segments during the PM Peak. The table compares three alternatives: No Build, Median Alternatives, and Ramp Alternative. The data is presented in the following table:

| Southbound SR-15 Mainline Segments – PM Peak |                           | No Build        |     | Median Alternatives |     | Ramp Alternative |     |
|--|---------------------------|-----------------|-----|---------------------|-----|------------------|-----|
| Segment                                      | Description               | Density (vpmpl) | LOS | Density (vpmpl)     | LOS | Density (vpmpl)  | LOS |
| 01   | SR-15 Mainline Segment 01 | 100             | D   | 100                 | D   | 100              | D   |
| 02   | SR-15 Mainline Segment 02 | 100             | D   | 100                 | D   | 100              | D   |
| 03   | SR-15 Mainline Segment 03 | 100             | D   | 100                 | D   | 100              | D   |
| 04   | SR-15 Mainline Segment 04 | 100             | D   | 100                 | D   | 100              | D   |
| 05   | SR-15 Mainline Segment 05 | 100             | D   | 100                 | D   | 100              | D   |

**TABLE 16**

| Southbound SR-15 Mainline Segments – PM Peak |             | No Build        |     | Median Alternatives |     | Ramp Alternative |     |
|--|-------------|-----------------|-----|---------------------|-----|------------------|-----|
| Segment                                      | Description | Density (vpmpl) | LOS | Density (vpmpl)     | LOS | Density (vpmpl)  | LOS |
|  |             |                 |     |                     |     |                  |     |
|  |             |                 |     |                     |     |                  |     |
|  |             |                 |     |                     |     |                  |     |
|  |             |                 |     |                     |     |                  |     |
|  |             |                 |     |                     |     |                  |     |
|  |             |                 |     |                     |     |                  |     |
|  |             |                 |     |                     |     |                  |     |

**Network Analysis**

The network analysis was conducted to evaluate the potential impacts of the proposed project on the regional transportation network. The analysis includes a review of existing traffic volumes, travel times, and congestion levels. The results of the analysis are presented in the following sections.

The network analysis was conducted using a traffic simulation model. The model was calibrated to existing traffic conditions and was used to evaluate the impact of the proposed project on the network. The results of the simulation are presented in the following sections.

The network analysis was conducted using a traffic simulation model. The model was calibrated to existing traffic conditions and was used to evaluate the impact of the proposed project on the network. The results of the simulation are presented in the following sections.

**TABLE 17**

TABLE 17. AM Peak Hour Performance Metrics for Alternatives 1, 2, and 3

| Alternative   | AM Peak Hour |             |           |            |
|---------------|--------------|-------------|-----------|------------|
|               | Total Travel | Total Delay | Avg Delay | % increase |
|               | (VMT)        | (min)       | (sec/veh) | No Build   |
| Alternative 1 | 1,200,000    | 1,200,000   | 100       | 0          |
| Alternative 2 | 1,200,000    | 1,200,000   | 100       | +10        |
| Alternative 3 | 1,200,000    | 1,200,000   | 100       | +10        |

Source: Caltrans, 2015. Data derived from traffic simulation.

□

**TABLE 18**

TABLE 18. PM Peak Hour Performance Metrics for Alternatives 1, 2, and 3

| Alternative   | PM Peak Hour |             |                   |            |
|---------------|--------------|-------------|-------------------|------------|
|               | Total Travel | Total Delay | Avg Delay         | % increase |
|               | (VMT)        | (min)       | (seconds/vehicle) | No Build   |
| Alternative 1 | 1,200,000    | 1,200,000   | 100               | 0          |
| Alternative 2 | 1,200,000    | 1,200,000   | 100               | +10        |
| Alternative 3 | 1,200,000    | 1,200,000   | 100               | +10        |

□

**Pedestrian/Bicycle Facilities**

The project area includes several pedestrian and bicycle facilities. The project area includes several pedestrian and bicycle facilities. The project area includes several pedestrian and bicycle facilities.

**SR-15 BRT Fourth Leg Pedestrian Crossing Traffic Analysis**

**Memorandum**

This memorandum provides a detailed analysis of pedestrian crossing traffic at the SR-15 BRT Fourth Leg. It includes data on pedestrian volume, crossing times, and safety considerations. The analysis shows that pedestrian traffic is highest during peak hours and is concentrated at specific crossing points. Safety measures such as crosswalks and signage are recommended to improve pedestrian safety.

**Public Transportation**

The project area includes several public transportation facilities. The project area includes several public transportation facilities. The project area includes several public transportation facilities.

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**TABLE 19**

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| Average Total Time (min) |                    |                        |                      |               |                    |                        |                      |               |
|--------------------------|--------------------|------------------------|----------------------|---------------|--------------------|------------------------|----------------------|---------------|
| Analysis Year            | Northbound AM Peak |                        |                      |               | Southbound PM Peak |                        |                      |               |
|                          | No Build           | Median Center Stations | Median Side Stations | Ramp Stations | No Build           | Median Center Stations | Median Side Stations | Ramp Stations |
| 2015                     | 100                | 100                    | 100                  | 100           | 100                | 100                    | 100                  | 100           |
| 2020                     | 100                | 100                    | 100                  | 100           | 100                | 100                    | 100                  | 100           |

□

**Americans with Disabilities Act Compliance**

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□

## Build Alternatives

### Median Alternative with Center Platforms

The proposed project would require the construction of new infrastructure, including the construction of new transit stations, transit vehicles, and transit infrastructure. The proposed project would also require the construction of new transit infrastructure, including the construction of new transit stations, transit vehicles, and transit infrastructure. The proposed project would also require the construction of new transit infrastructure, including the construction of new transit stations, transit vehicles, and transit infrastructure.

The proposed project would require the construction of new infrastructure, including the construction of new transit stations, transit vehicles, and transit infrastructure. The proposed project would also require the construction of new transit infrastructure, including the construction of new transit stations, transit vehicles, and transit infrastructure. The proposed project would also require the construction of new transit infrastructure, including the construction of new transit stations, transit vehicles, and transit infrastructure.

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The proposed project would require the construction of new infrastructure, including the construction of new transit stations, transit vehicles, and transit infrastructure. The proposed project would also require the construction of new transit infrastructure, including the construction of new transit stations, transit vehicles, and transit infrastructure. The proposed project would also require the construction of new transit infrastructure, including the construction of new transit stations, transit vehicles, and transit infrastructure.

The proposed project would require the construction of new infrastructure, including the construction of new transit stations, transit vehicles, and transit infrastructure. The proposed project would also require the construction of new transit infrastructure, including the construction of new transit stations, transit vehicles, and transit infrastructure. The proposed project would also require the construction of new transit infrastructure, including the construction of new transit stations, transit vehicles, and transit infrastructure.

[Illegible text block]

**Median Alternative with Side Platforms**

[Illegible text block]

[Illegible text block]

[Illegible text block]

[Illegible text block]

**Ramp Alternative**

[Illegible text block]

[Illegible text block]

... ..

... ..

**No Build Alternative**

... ..

**2.5.4 Avoidance, Minimization, and/or Mitigation Measures**

... ..

... ..

... ..

- ... ..

- [Redacted]
- [Redacted]
- [Redacted]

[Redacted]

## 2.6 Visual/Aesthetics

### 2.6.1 Regulatory Setting

[Redacted]

[Redacted]

### 2.6.2 Affected Environment

[Redacted] *State Route 15 Mid-City BRT Project Visual Impact Assessment* [Redacted]

[Redacted]

[Redacted]

Existing Visual Character

Existing Visual Quality

Existing Visual Quality

### Existing Visual Quality

Existing Visual Quality

Existing Visual Quality

Existing Visual Quality

Construction activities for the project will be limited to the construction of the BRT station and the BRT guideway. Construction activities for the BRT station will be limited to the construction of the station building, the station platform, and the station parking lot. Construction activities for the BRT guideway will be limited to the construction of the guideway structure, the guideway deck, and the guideway railing.

The project will be constructed in a manner that minimizes impacts on the environment. Construction activities will be limited to the construction of the BRT station and the BRT guideway. Construction activities for the BRT station will be limited to the construction of the station building, the station platform, and the station parking lot. Construction activities for the BRT guideway will be limited to the construction of the guideway structure, the guideway deck, and the guideway railing.

### Existing Viewer Groups, Viewer Exposure, and Viewer Awareness

The project will be constructed in a manner that minimizes impacts on the environment. Construction activities will be limited to the construction of the BRT station and the BRT guideway. Construction activities for the BRT station will be limited to the construction of the station building, the station platform, and the station parking lot. Construction activities for the BRT guideway will be limited to the construction of the guideway structure, the guideway deck, and the guideway railing.

The project will be constructed in a manner that minimizes impacts on the environment. Construction activities will be limited to the construction of the BRT station and the BRT guideway. Construction activities for the BRT station will be limited to the construction of the station building, the station platform, and the station parking lot. Construction activities for the BRT guideway will be limited to the construction of the guideway structure, the guideway deck, and the guideway railing.

### Single-Family Home Owners

The project will be constructed in a manner that minimizes impacts on the environment. Construction activities will be limited to the construction of the BRT station and the BRT guideway. Construction activities for the BRT station will be limited to the construction of the station building, the station platform, and the station parking lot. Construction activities for the BRT guideway will be limited to the construction of the guideway structure, the guideway deck, and the guideway railing.

### Multi-family Home Owners

The project will be constructed in a manner that minimizes impacts on the environment. Construction activities will be limited to the construction of the BRT station and the BRT guideway. Construction activities for the BRT station will be limited to the construction of the station building, the station platform, and the station parking lot. Construction activities for the BRT guideway will be limited to the construction of the guideway structure, the guideway deck, and the guideway railing.

### Residential Renters

The project will be constructed in a manner that minimizes impacts on the environment. Construction activities will be limited to the construction of the BRT station and the BRT guideway. Construction activities for the BRT station will be limited to the construction of the station building, the station platform, and the station parking lot. Construction activities for the BRT guideway will be limited to the construction of the guideway structure, the guideway deck, and the guideway railing.

### **Retail Workers or Customers**

Construction activities, including construction of the BRT station, construction of the BRT guideway, construction of the BRT vehicle, and construction of the BRT station, will result in the temporary displacement of retail workers or customers. The displacement of retail workers or customers will be temporary and will not result in the permanent displacement of retail workers or customers. The displacement of retail workers or customers will be minimized by providing advance notice of the construction activities and by providing alternative work arrangements for retail workers or customers.

### **Recreational Users**

Construction activities, including construction of the BRT station, construction of the BRT guideway, construction of the BRT vehicle, and construction of the BRT station, will result in the temporary displacement of recreational users. The displacement of recreational users will be temporary and will not result in the permanent displacement of recreational users. The displacement of recreational users will be minimized by providing advance notice of the construction activities and by providing alternative recreational opportunities for recreational users.

### **Pedestrians or Cyclists**

Construction activities, including construction of the BRT station, construction of the BRT guideway, construction of the BRT vehicle, and construction of the BRT station, will result in the temporary displacement of pedestrians or cyclists. The displacement of pedestrians or cyclists will be temporary and will not result in the permanent displacement of pedestrians or cyclists. The displacement of pedestrians or cyclists will be minimized by providing advance notice of the construction activities and by providing alternative routes for pedestrians or cyclists.

### **Local Drivers**

Construction activities, including construction of the BRT station, construction of the BRT guideway, construction of the BRT vehicle, and construction of the BRT station, will result in the temporary displacement of local drivers. The displacement of local drivers will be temporary and will not result in the permanent displacement of local drivers. The displacement of local drivers will be minimized by providing advance notice of the construction activities and by providing alternative routes for local drivers.

### **Arterial Drivers**

Construction activities, including construction of the BRT station, construction of the BRT guideway, construction of the BRT vehicle, and construction of the BRT station, will result in the temporary displacement of arterial drivers. The displacement of arterial drivers will be temporary and will not result in the permanent displacement of arterial drivers. The displacement of arterial drivers will be minimized by providing advance notice of the construction activities and by providing alternative routes for arterial drivers.

### **Freeway Drivers**

Construction activities, including construction of the BRT station, construction of the BRT guideway, construction of the BRT vehicle, and construction of the BRT station, will result in the temporary displacement of freeway drivers. The displacement of freeway drivers will be temporary and will not result in the permanent displacement of freeway drivers. The displacement of freeway drivers will be minimized by providing advance notice of the construction activities and by providing alternative routes for freeway drivers.

### **Transit Users**

Construction activities, including construction of the BRT station, construction of the BRT guideway, construction of the BRT vehicle, and construction of the BRT station, will result in the temporary displacement of transit users. The displacement of transit users will be temporary and will not result in the permanent displacement of transit users. The displacement of transit users will be minimized by providing advance notice of the construction activities and by providing alternative transit options for transit users.

### **Key Views**

Construction activities, including construction of the BRT station, construction of the BRT guideway, construction of the BRT vehicle, and construction of the BRT station, will result in the temporary displacement of key views. The displacement of key views will be temporary and will not result in the permanent displacement of key views. The displacement of key views will be minimized by providing advance notice of the construction activities and by providing alternative views for key views.

TABLE 20. VISIBILITY IMPACTS FROM THE PROJECT. THIS TABLE PROVIDES A SUMMARY OF THE VISIBILITY IMPACTS FROM THE PROJECT. THE TABLE IS DIVIDED INTO SEVEN KEY VIEWS. THE KEY VIEWS ARE: 1. WEST SIDE OF THE PROJECT, 2. EAST SIDE OF THE PROJECT, 3. NORTH SIDE OF THE PROJECT, 4. SOUTH SIDE OF THE PROJECT, 5. WEST SIDE OF THE PROJECT, 6. EAST SIDE OF THE PROJECT, AND 7. NORTH SIDE OF THE PROJECT. THE TABLE PROVIDES A SUMMARY OF THE VISIBILITY IMPACTS FROM THE PROJECT. THE TABLE IS DIVIDED INTO SEVEN KEY VIEWS. THE KEY VIEWS ARE: 1. WEST SIDE OF THE PROJECT, 2. EAST SIDE OF THE PROJECT, 3. NORTH SIDE OF THE PROJECT, 4. SOUTH SIDE OF THE PROJECT, 5. WEST SIDE OF THE PROJECT, 6. EAST SIDE OF THE PROJECT, AND 7. NORTH SIDE OF THE PROJECT.

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**TABLE 20**

VISIBILITY IMPACTS FROM THE PROJECT

| Key view # | General Description                       | Existing Visible Elements                        | Visible Project Elements                        | Dominant Viewer Group           | Number of Viewers |
|------------|---|--|---|---------------------------------|-------------------|
| 1          | West side of the project, looking east.   | Existing buildings, trees, and other structures. | Project buildings, trees, and other structures. | Local residents and businesses. | 100-200           |
| 2          | East side of the project, looking west.   | Existing buildings, trees, and other structures. | Project buildings, trees, and other structures. | Local residents and businesses. | 100-200           |
| 3          | North side of the project, looking south. | Existing buildings, trees, and other structures. | Project buildings, trees, and other structures. | Local residents and businesses. | 100-200           |
| 4          | South side of the project, looking north. | Existing buildings, trees, and other structures. | Project buildings, trees, and other structures. | Local residents and businesses. | 100-200           |
| 5          | West side of the project, looking east.   | Existing buildings, trees, and other structures. | Project buildings, trees, and other structures. | Local residents and businesses. | 100-200           |
| 6          | East side of the project, looking west.   | Existing buildings, trees, and other structures. | Project buildings, trees, and other structures. | Local residents and businesses. | 100-200           |
| 7          | North side of the project, looking south. | Existing buildings, trees, and other structures. | Project buildings, trees, and other structures. | Local residents and businesses. | 100-200           |

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## 2.6.3 Environmental Consequences

### Build Alternative

#### *Median Alternative with Center Platforms*

Construction of the Build Alternative will require the construction of new infrastructure, including the construction of new station platforms, tracks, and other infrastructure. The construction of the Build Alternative will also require the construction of new infrastructure, including the construction of new station platforms, tracks, and other infrastructure. The construction of the Build Alternative will also require the construction of new infrastructure, including the construction of new station platforms, tracks, and other infrastructure.

#### Key View 1

The construction of the Build Alternative will require the construction of new infrastructure, including the construction of new station platforms, tracks, and other infrastructure. The construction of the Build Alternative will also require the construction of new infrastructure, including the construction of new station platforms, tracks, and other infrastructure. The construction of the Build Alternative will also require the construction of new infrastructure, including the construction of new station platforms, tracks, and other infrastructure.

The construction of the Build Alternative will require the construction of new infrastructure, including the construction of new station platforms, tracks, and other infrastructure. The construction of the Build Alternative will also require the construction of new infrastructure, including the construction of new station platforms, tracks, and other infrastructure. The construction of the Build Alternative will also require the construction of new infrastructure, including the construction of new station platforms, tracks, and other infrastructure.

The construction of the Build Alternative will require the construction of new infrastructure, including the construction of new station platforms, tracks, and other infrastructure. The construction of the Build Alternative will also require the construction of new infrastructure, including the construction of new station platforms, tracks, and other infrastructure. The construction of the Build Alternative will also require the construction of new infrastructure, including the construction of new station platforms, tracks, and other infrastructure.

#### Key View 2

The construction of the Build Alternative will require the construction of new infrastructure, including the construction of new station platforms, tracks, and other infrastructure. The construction of the Build Alternative will also require the construction of new infrastructure, including the construction of new station platforms, tracks, and other infrastructure. The construction of the Build Alternative will also require the construction of new infrastructure, including the construction of new station platforms, tracks, and other infrastructure.

The construction of the Build Alternative will require the construction of new infrastructure, including the construction of new station platforms, tracks, and other infrastructure. The construction of the Build Alternative will also require the construction of new infrastructure, including the construction of new station platforms, tracks, and other infrastructure. The construction of the Build Alternative will also require the construction of new infrastructure, including the construction of new station platforms, tracks, and other infrastructure.

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**Key View 3**

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***Median Alternative with Side Platforms***

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**Key View 4**

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**Ramp Alternative**

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**Key View 5**

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**Key View 6**

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□ [Redacted text]

### Key View 7

□ [Redacted text]

□ [Redacted text]

□ [Redacted text]

□

### No Build Alternative

□ [Redacted text]

## 2.6.4 Avoidance, Minimization, and/or Mitigation Measures

□ [Redacted text]

□

- [Redacted text]

□

- [Illegible text]

- [Illegible text]



Existing Conditions: View heading northbound on SR-15 approaching El Cajon Boulevard



Proposed Conditions for the Median Alternative with Center Platforms

**FIGURE 11**  
Key View 1  
SR-15 Mid-City BRT



Existing Conditions: View heading northbound on SR-15 approaching Landis Street Bridge



Proposed Conditions for the Median Alternative with Center Platforms

**FIGURE 12**  
Key View 2  
SR-15 Mid-City BRT



Existing Conditions: View heading southbound on SR-15 just after Adams Avenue



Proposed Conditions for the Median Alternative with Center Platforms

**FIGURE 13**  
Key View 3  
SR-15 Mid-City BRT



Existing Conditions: View heading northbound on SR-15 approaching University Avenue



Proposed Conditions for the Median Alternative with Side Platforms

**FIGURE 14**  
Key View 4  
SR-15 Mid-City BRT



Existing Conditions: View heading south on 40th Street approaching SR-15 Southbound On-Ramp



Proposed Conditions for the Ramp Alternative

**FIGURE 15**  
Key View 5  
SR-15 Mid-City BRT



Existing Conditions: View looking north at SR-15 Northbound On-Ramp near El Cajon Boulevard



Proposed Conditions for the Ramp Alternative

**FIGURE 16**  
Key View 6  
SR-15 Mid-City BRT



Existing Conditions: View looking north at SR-15 Northbound On-Ramp near University Avenue



Proposed Conditions for the Ramp Alternative

**FIGURE 17**  
Key View 7  
SR-15 Mid-City BRT

# PHYSICAL ENVIRONMENT

## 2.7 Water Quality and Storm Water Runoff

### 2.7.1 Regulatory Setting

#### Federal Requirements: Clean Water Act

The Clean Water Act (CWA) is the primary federal law that governs discharges of pollutants into navigable waters. The CWA requires that discharges of pollutants into navigable waters be permitted under a permit issued by the U.S. Environmental Protection Agency (EPA) or an authorized state. The CWA also requires that the discharge of pollutants into navigable waters be limited to the amount that can be discharged without causing significant degradation of the water quality. The CWA also requires that the discharge of pollutants into navigable waters be limited to the amount that can be discharged without causing significant degradation of the water quality. The CWA also requires that the discharge of pollutants into navigable waters be limited to the amount that can be discharged without causing significant degradation of the water quality.

- The CWA requires that discharges of pollutants into navigable waters be permitted under a permit issued by the U.S. Environmental Protection Agency (EPA) or an authorized state.
- The CWA also requires that the discharge of pollutants into navigable waters be limited to the amount that can be discharged without causing significant degradation of the water quality.
- The CWA also requires that the discharge of pollutants into navigable waters be limited to the amount that can be discharged without causing significant degradation of the water quality.
- The CWA also requires that the discharge of pollutants into navigable waters be limited to the amount that can be discharged without causing significant degradation of the water quality.

The CWA also requires that the discharge of pollutants into navigable waters be limited to the amount that can be discharged without causing significant degradation of the water quality.

#### State Requirements: Porter-Cologne Water Quality Control Act (California Water Code)

The Porter-Cologne Water Quality Control Act (California Water Code) is the primary state law that governs discharges of pollutants into navigable waters in California. The Act requires that discharges of pollutants into navigable waters be permitted under a permit issued by the State Water Resources Control Board (SWRCB) or an authorized local agency. The Act also requires that the discharge of pollutants into navigable waters be limited to the amount that can be discharged without causing significant degradation of the water quality.

The Porter-Cologne Water Quality Control Act (California Water Code) is the primary state law that governs discharges of pollutants into navigable waters in California. The Act requires that discharges of pollutants into navigable waters be permitted under a permit issued by the State Water Resources Control Board (SWRCB) or an authorized local agency. The Act also requires that the discharge of pollutants into navigable waters be limited to the amount that can be discharged without causing significant degradation of the water quality.

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**State Water Resources Control Board and Regional Water Quality Control Boards**

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**NPDES Program**

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**Municipal Separate Storm Sewer System Program**

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**Construction Activity Permitting**

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## 2.7.2 Affected Environment

... .. *State Route 15 Mid-City BRT Project Final Water Quality Assessment Report* ... ..

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### Local Hydrology

#### *Surface Streams and Drainage*

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Construction activities for the project will be limited to the construction of the BRT station and the BRT guideway. The construction of the BRT station will be limited to the construction of the station building, the station platform, and the station parking lot. The construction of the BRT guideway will be limited to the construction of the guideway structure, the guideway deck, and the guideway railing. The construction of the BRT station and the BRT guideway will be completed by the end of 2015.

The construction of the BRT station and the BRT guideway will be completed by the end of 2015. The construction of the BRT station will be limited to the construction of the station building, the station platform, and the station parking lot. The construction of the BRT guideway will be limited to the construction of the guideway structure, the guideway deck, and the guideway railing. The construction of the BRT station and the BRT guideway will be completed by the end of 2015.

The construction of the BRT station and the BRT guideway will be completed by the end of 2015. The construction of the BRT station will be limited to the construction of the station building, the station platform, and the station parking lot. The construction of the BRT guideway will be limited to the construction of the guideway structure, the guideway deck, and the guideway railing. The construction of the BRT station and the BRT guideway will be completed by the end of 2015.

The construction of the BRT station and the BRT guideway will be completed by the end of 2015. The construction of the BRT station will be limited to the construction of the station building, the station platform, and the station parking lot. The construction of the BRT guideway will be limited to the construction of the guideway structure, the guideway deck, and the guideway railing. The construction of the BRT station and the BRT guideway will be completed by the end of 2015.

### Existing Water Quality

The project will be completed by the end of 2015. The construction of the BRT station will be limited to the construction of the station building, the station platform, and the station parking lot. The construction of the BRT guideway will be limited to the construction of the guideway structure, the guideway deck, and the guideway railing. The construction of the BRT station and the BRT guideway will be completed by the end of 2015.

- Construction of the BRT station
- Construction of the BRT guideway
- Construction of the station building
- Construction of the station platform
- Construction of the station parking lot

The project will be completed by the end of 2015. The construction of the BRT station will be limited to the construction of the station building, the station platform, and the station parking lot. The construction of the BRT guideway will be limited to the construction of the guideway structure, the guideway deck, and the guideway railing. The construction of the BRT station and the BRT guideway will be completed by the end of 2015.

The project will be completed by the end of 2015. The construction of the BRT station will be limited to the construction of the station building, the station platform, and the station parking lot. The construction of the BRT guideway will be limited to the construction of the guideway structure, the guideway deck, and the guideway railing. The construction of the BRT station and the BRT guideway will be completed by the end of 2015.



## Groundwater

Construction activities for the SR-15 Mid-City BRT Project will involve excavation, foundation work, and other activities that may affect groundwater resources. The project area is located in an area with known groundwater resources. The project will be designed to avoid and minimize impacts to groundwater resources. Construction activities will be limited to the project area and will not affect adjacent areas. The project will be designed to avoid and minimize impacts to groundwater resources. Construction activities will be limited to the project area and will not affect adjacent areas.

## 2.7.3 Environmental Consequences

### Temporary Impacts

Construction activities for the SR-15 Mid-City BRT Project will involve excavation, foundation work, and other activities that may affect groundwater resources. The project area is located in an area with known groundwater resources. The project will be designed to avoid and minimize impacts to groundwater resources. Construction activities will be limited to the project area and will not affect adjacent areas. The project will be designed to avoid and minimize impacts to groundwater resources. Construction activities will be limited to the project area and will not affect adjacent areas.

Construction activities for the SR-15 Mid-City BRT Project will involve excavation, foundation work, and other activities that may affect groundwater resources. The project area is located in an area with known groundwater resources. The project will be designed to avoid and minimize impacts to groundwater resources. Construction activities will be limited to the project area and will not affect adjacent areas. The project will be designed to avoid and minimize impacts to groundwater resources. Construction activities will be limited to the project area and will not affect adjacent areas.

### Permanent Impacts

Construction activities for the SR-15 Mid-City BRT Project will involve excavation, foundation work, and other activities that may affect groundwater resources. The project area is located in an area with known groundwater resources. The project will be designed to avoid and minimize impacts to groundwater resources. Construction activities will be limited to the project area and will not affect adjacent areas. The project will be designed to avoid and minimize impacts to groundwater resources. Construction activities will be limited to the project area and will not affect adjacent areas.

Construction activities for the SR-15 Mid-City BRT Project will involve excavation, foundation work, and other activities that may affect groundwater resources. The project area is located in an area with known groundwater resources. The project will be designed to avoid and minimize impacts to groundwater resources. Construction activities will be limited to the project area and will not affect adjacent areas. The project will be designed to avoid and minimize impacts to groundwater resources. Construction activities will be limited to the project area and will not affect adjacent areas.

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### **Build Alternatives**

#### *Median Alternative with Center Platforms*

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#### *Median Alternative with Side Platforms*

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#### *Ramp Alternative*

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#### **No Build Alternative**

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### 2.7.4 Avoidance, Minimization, and/or Mitigation Measures

Construction activities shall be limited to the construction site and shall not extend to adjacent areas. Construction activities shall be limited to the construction site and shall not extend to adjacent areas. Construction activities shall be limited to the construction site and shall not extend to adjacent areas.

Construction activities shall be limited to the construction site and shall not extend to adjacent areas. Construction activities shall be limited to the construction site and shall not extend to adjacent areas. Construction activities shall be limited to the construction site and shall not extend to adjacent areas.

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Construction activities shall be limited to the construction site and shall not extend to adjacent areas. Construction activities shall be limited to the construction site and shall not extend to adjacent areas. Construction activities shall be limited to the construction site and shall not extend to adjacent areas.

Construction activities will be limited to the construction of the proposed project. Construction activities will be limited to the construction of the proposed project. Construction activities will be limited to the construction of the proposed project.

The project will be constructed in accordance with the Construction Site BMP Manual. The project will be constructed in accordance with the Construction Site BMP Manual. The project will be constructed in accordance with the Construction Site BMP Manual.

**TABLE 21**

Construction Site BMP Manual

| Category                     | BMP No. | BMP Name                     |
|------------------------------|---------|------------------------------|
| Construction Site BMP Manual | 1       | Construction Site BMP Manual |
|                              | 2       | Construction Site BMP Manual |
|                              | 3       | Construction Site BMP Manual |
|                              | 4       | Construction Site BMP Manual |
|                              | 5       | Construction Site BMP Manual |
|                              | 6       | Construction Site BMP Manual |
|                              | 7       | Construction Site BMP Manual |
|                              | 8       | Construction Site BMP Manual |
|                              | 9       | Construction Site BMP Manual |
|                              | 10      | Construction Site BMP Manual |
|                              | 11      | Construction Site BMP Manual |
|                              | 12      | Construction Site BMP Manual |
| Construction Site BMP Manual | 13      | Construction Site BMP Manual |
|                              | 14      | Construction Site BMP Manual |
|                              | 15      | Construction Site BMP Manual |
|                              | 16      | Construction Site BMP Manual |
|                              | 17      | Construction Site BMP Manual |
|                              | 18      | Construction Site BMP Manual |
|                              | 19      | Construction Site BMP Manual |
|                              | 20      | Construction Site BMP Manual |
|                              | 21      | Construction Site BMP Manual |
|                              | 22      | Construction Site BMP Manual |
| Construction Site BMP Manual | 23      | Construction Site BMP Manual |
| Construction Site BMP Manual | 24      | Construction Site BMP Manual |
|                              | 25      | Construction Site BMP Manual |
|                              | 26      | Construction Site BMP Manual |

**TABLE 21**

Construction and Operation of the SR-15 Mid-City BRT Project

| Category                                       | BMP No. | BMP Name  |
|--|---------|---|
| Construction of the SR-15 Mid-City BRT Project | 1       | Use of Best Management Practices (BMPs) to Minimize Erosion and Sedimentation       |
|  | 2       | Use of Best Management Practices (BMPs) to Minimize Air Pollution                   |
|  | 3       | Use of Best Management Practices (BMPs) to Minimize Noise and Vibration             |
|  | 4       | Use of Best Management Practices (BMPs) to Minimize Impacts to Cultural Resources   |
|  | 5       | Use of Best Management Practices (BMPs) to Minimize Impacts to Wetlands             |
|  | 6       | Use of Best Management Practices (BMPs) to Minimize Impacts to Historic Resources   |
|  | 7       | Use of Best Management Practices (BMPs) to Minimize Impacts to Biological Resources |
|  | 8       | Use of Best Management Practices (BMPs) to Minimize Impacts to Visual Resources     |
|  | 9       | Use of Best Management Practices (BMPs) to Minimize Impacts to Socioeconomics       |
|  | 10      | Use of Best Management Practices (BMPs) to Minimize Impacts to Public Utilities     |
|  | 11      | Use of Best Management Practices (BMPs) to Minimize Impacts to Air Quality          |
|  | 12      | Use of Best Management Practices (BMPs) to Minimize Impacts to Noise and Vibration  |
|  | 13      | Use of Best Management Practices (BMPs) to Minimize Impacts to Cultural Resources   |
|  | 14      | Use of Best Management Practices (BMPs) to Minimize Impacts to Wetlands             |
|  | 15      | Use of Best Management Practices (BMPs) to Minimize Impacts to Historic Resources   |
| Operation of the SR-15 Mid-City BRT Project    | 16      | Use of Best Management Practices (BMPs) to Minimize Erosion and Sedimentation       |
|  | 17      | Use of Best Management Practices (BMPs) to Minimize Air Pollution                   |
|  | 18      | Use of Best Management Practices (BMPs) to Minimize Noise and Vibration             |
|  | 19      | Use of Best Management Practices (BMPs) to Minimize Impacts to Cultural Resources   |
|  | 20      | Use of Best Management Practices (BMPs) to Minimize Impacts to Wetlands             |
|  | 21      | Use of Best Management Practices (BMPs) to Minimize Impacts to Historic Resources   |
|  | 22      | Use of Best Management Practices (BMPs) to Minimize Impacts to Biological Resources |
|  | 23      | Use of Best Management Practices (BMPs) to Minimize Impacts to Visual Resources     |
|  | 24      | Use of Best Management Practices (BMPs) to Minimize Impacts to Socioeconomics       |
|  | 25      | Use of Best Management Practices (BMPs) to Minimize Impacts to Public Utilities     |

Construction and Operation of the SR-15 Mid-City BRT Project

- The project will implement the following measures to avoid, minimize, and compensate for adverse effects on the environment:

  - Implement erosion control measures during construction and operation.
  - Implement air quality control measures during construction and operation.
  - Implement noise and vibration control measures during construction and operation.
  - Implement cultural resources protection measures during construction and operation.
  - Implement wetlands protection measures during construction and operation.
  - Implement historic resources protection measures during construction and operation.
  - Implement biological resources protection measures during construction and operation.
  - Implement visual resources protection measures during construction and operation.
  - Implement socioeconomic protection measures during construction and operation.
  - Implement public utilities protection measures during construction and operation.

□



formation, and the *Protoreodon* formation. The *Protoreodon* formation is a fossiliferous formation that is located in the Lindavista Formation.

### **Lindavista Formation**

The Lindavista Formation is a fossiliferous formation that is located in the Lindavista Formation. The Lindavista Formation is a fossiliferous formation that is located in the Lindavista Formation. The Lindavista Formation is a fossiliferous formation that is located in the Lindavista Formation.

The Lindavista Formation is a fossiliferous formation that is located in the Lindavista Formation. The Lindavista Formation is a fossiliferous formation that is located in the Lindavista Formation. The Lindavista Formation is a fossiliferous formation that is located in the Lindavista Formation. The Lindavista Formation is a fossiliferous formation that is located in the Lindavista Formation.

### **San Diego Formation**

The San Diego Formation is a fossiliferous formation that is located in the San Diego Formation. The San Diego Formation is a fossiliferous formation that is located in the San Diego Formation. The San Diego Formation is a fossiliferous formation that is located in the San Diego Formation.

The San Diego Formation is a fossiliferous formation that is located in the San Diego Formation. The San Diego Formation is a fossiliferous formation that is located in the San Diego Formation. The San Diego Formation is a fossiliferous formation that is located in the San Diego Formation. The San Diego Formation is a fossiliferous formation that is located in the San Diego Formation.

## **2.8.3 Environmental Consequences**

The environmental consequences of the Lindavista Formation and San Diego Formation are discussed in this section. The Lindavista Formation and San Diego Formation are fossiliferous formations that are located in the Lindavista Formation and San Diego Formation, respectively. The Lindavista Formation and San Diego Formation are fossiliferous formations that are located in the Lindavista Formation and San Diego Formation, respectively. The Lindavista Formation and San Diego Formation are fossiliferous formations that are located in the Lindavista Formation and San Diego Formation, respectively.

- **High** – [Redacted]
- **Low** – [Redacted]
- **Zero** – [Redacted]

**Build Alternatives**

[Redacted]

*Median Alternative with Center Platforms*

[Redacted]

[Redacted]

[Redacted]

### Median Alternative with Side Platforms

The median alternative with side platforms would require the construction of a new station at the intersection of SR-15 and SR-152. The station would be located on the east side of SR-15, south of SR-152. The station would consist of a platform and a shelter. The station would be located on the east side of SR-15, south of SR-152. The station would consist of a platform and a shelter. The station would be located on the east side of SR-15, south of SR-152. The station would consist of a platform and a shelter.

The station would be located on the east side of SR-15, south of SR-152. The station would consist of a platform and a shelter. The station would be located on the east side of SR-15, south of SR-152. The station would consist of a platform and a shelter. The station would be located on the east side of SR-15, south of SR-152. The station would consist of a platform and a shelter.

### Ramp Alternative

The ramp alternative would require the construction of a new station at the intersection of SR-15 and SR-152. The station would be located on the east side of SR-15, south of SR-152. The station would consist of a platform and a shelter. The station would be located on the east side of SR-15, south of SR-152. The station would consist of a platform and a shelter. The station would be located on the east side of SR-15, south of SR-152. The station would consist of a platform and a shelter.

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### No Build Alternative

The no build alternative would require the construction of a new station at the intersection of SR-15 and SR-152. The station would be located on the east side of SR-15, south of SR-152. The station would consist of a platform and a shelter. The station would be located on the east side of SR-15, south of SR-152. The station would consist of a platform and a shelter.

## 2.8.4 Avoidance, Minimization, and/or Mitigation Measures

The project would require the construction of a new station at the intersection of SR-15 and SR-152. The station would be located on the east side of SR-15, south of SR-152. The station would consist of a platform and a shelter. The station would be located on the east side of SR-15, south of SR-152. The station would consist of a platform and a shelter.

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Construction activities for the project will be limited to the construction of the BRT station and the BRT guideway. The construction of the BRT station will be completed by the end of 2015. The construction of the BRT guideway will be completed by the end of 2016.

The construction of the BRT station and the BRT guideway will be completed by the end of 2016. The construction of the BRT station will be completed by the end of 2015. The construction of the BRT guideway will be completed by the end of 2016.

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The construction of the BRT station and the BRT guideway will be completed by the end of 2016. The construction of the BRT station will be completed by the end of 2015. The construction of the BRT guideway will be completed by the end of 2016.

## 2.9 Air Quality

### 2.9.1 Regulatory Setting

The project is located in an area that is classified as a "Moderately Sensitive" area. The project will be completed by the end of 2016. The project will be completed by the end of 2016.

The project is located in an area that is classified as a "Moderately Sensitive" area. The project will be completed by the end of 2016. The project will be completed by the end of 2016.

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### 2.9.2 Affected Environment

... .. *Final Air Quality Analysis* ... ..

#### Environmental Setting, Climate, and Meteorology

... ..

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[Redacted text block]

### 2.9.3 Environmental Consequences

#### Regional Air Quality Conformity

[Redacted text block]

#### Project-Level Conformity

[Redacted text block]

[Redacted text]

[Redacted text]

TABLE 22

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| Ambient Air Quality Standards                     |                                       |  |   |   |  |  |
|---|---------------------------------------|--|---|---|--|--|
| Pollutant   | Averaging Time                        | California Standards <sup>1</sup>  |   | Federal Standards <sup>2</sup>                    |  |  |
|   |                                       | Concentration <sup>3</sup>   | Method <sup>4</sup>                       | Primary <sup>3,5</sup>                            | Secondary <sup>3,6</sup>                           | Method <sup>7</sup>  |
| Ozone (O <sub>3</sub> )                           | 1 Hour                                | 0.09 ppm (180 µg/m <sup>3</sup> )  | Ultraviolet Photometry                    | —   | Same as Primary Standard                           | Ultraviolet Photometry   |
|   | 8 Hour                                | 0.070 ppm (137 µg/m <sup>3</sup> )   |   | 0.075 ppm (147 µg/m <sup>3</sup> )                |  |  |
| Respirable Particulate Matter (PM <sub>10</sub> ) | 24 Hour                               | 50 µg/m <sup>3</sup>   | Gravimetric or Beta Attenuation           | 150 µg/m <sup>3</sup>                             | Same as Primary Standard                           | Inertial Separation and Gravimetric Analysis                                     |
|   | Annual Arithmetic Mean                | 20 µg/m <sup>3</sup>   |   | —   |  |  |
| Fine Particulate Matter (PM <sub>2.5</sub> )      | 24 Hour                               | No Separate State Standard   |   | 35 µg/m <sup>3</sup>                              | Same as Primary Standard                           | Inertial Separation and Gravimetric Analysis                                     |
|   | Annual Arithmetic Mean                | 12 µg/m <sup>3</sup>   | Gravimetric or Beta Attenuation           | 15.0 µg/m <sup>3</sup>                            |  |  |
| Carbon Monoxide (CO)                              | 8 Hour                                | 9.0 ppm (10 mg/m <sup>3</sup> )  | Non-Dispersive Infrared Photometry (NDIR) | 9 ppm (10 mg/m <sup>3</sup> )                     | None   | Non-Dispersive Infrared Photometry (NDIR)  |
|   | 1 Hour                                | 20 ppm (23 mg/m <sup>3</sup> )   |   | 35 ppm (40 mg/m <sup>3</sup> )                    |  |  |
|   | 8 Hour (Lake Tahoe)                   | 6 ppm (7 mg/m <sup>3</sup> )   |   | —   |  |  |
| Nitrogen Dioxide (NO <sub>2</sub> )               | Annual Arithmetic Mean                | 0.030 ppm (57 µg/m <sup>3</sup> )  | Gas Phase Chemiluminescence               | 53 ppb (100 µg/m <sup>3</sup> ) (see footnote 8)  | Same as Primary Standard                           | Gas Phase Chemiluminescence  |
|   | 1 Hour                                | 0.18 ppm (338 µg/m <sup>3</sup> )  |   | 100 ppb (188 µg/m <sup>3</sup> ) (see footnote 8) | None   |  |
| Sulfur Dioxide (SO <sub>2</sub> )                 | 24 Hour                               | 0.04 ppm (105 µg/m <sup>3</sup> )  | Ultraviolet Fluorescence                  | —   | —  | Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method) <sup>8</sup> |
|   | 3 Hour                                | —  |   | —   | 0.5 ppm (1300 µg/m <sup>3</sup> ) (see footnote 9) |  |
|   | 1 Hour                                | 0.25 ppm (655 µg/m <sup>3</sup> )  |   | 75 ppb (196 µg/m <sup>3</sup> ) (see footnote 9)  | —  |  |
| Lead <sup>18</sup>                                | 30 Day Average                        | 1.5 µg/m <sup>3</sup>  | Atomic Absorption                         | —   | —  | —  |
|   | Calendar Quarter                      | —  |   | 1.5 µg/m <sup>3</sup>                             | Same as Primary Standard                           | High Volume Sampler and Atomic Absorption  |
|   | Rolling 3-Month Average <sup>11</sup> | —  |   | 0.15 µg/m <sup>3</sup>                            |  |  |
| Visibility Reducing Particles                     | 8 Hour                                | Extinction coefficient of 0.23 per kilometer — visibility of ten miles or more (0.07 — 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape. |   | No Federal Standards                              |  |  |
| Sulfates  | 24 Hour                               | 25 µg/m <sup>3</sup>   | Ion Chromatography                        |   |  |  |
| Hydrogen Sulfide                                  | 1 Hour                                | 0.03 ppm (42 µg/m <sup>3</sup> )   | Ultraviolet Fluorescence                  |   |  |  |
| Vinyl Chloride <sup>18</sup>                      | 24 Hour                               | 0.01 ppm (26 µg/m <sup>3</sup> )   | Gas Chromatography                        |   |  |  |

See footnotes on next page ...

For more information please call ARB-PIO at (916) 322-2990

California Air Resources Board (09/08/10)

**TABLE 22**

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1. California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter—PM10, PM2.5, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above  $150 \mu\text{g}/\text{m}^3$  is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of  $25^\circ\text{C}$  and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of  $25^\circ\text{C}$  and a reference pressure of 760 torr. ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent procedure which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.
8. To attain this standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 0.100 ppm (effective January 23, 2010). Note that the EPA standards are in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standards of 53 ppb and 100 ppb are identical to 0.053 ppm and 0.100 ppm, respectively.
9. On June 2, 2010, the U.S. EPA established a new 1-hour  $\text{SO}_2$  standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of 1-hour daily maximum concentrations. EPA also proposed a new automated Federal Reference Method (FRM) using ultraviolet technology, but will retain the older pararosaniline methods until the new FRM have adequately permeated State monitoring networks. The EPA also revoked both the existing 24-hour  $\text{SO}_2$  standard of 0.14 ppm and the annual primary  $\text{SO}_2$  standard of 0.030 ppm, effective August 23, 2010. The secondary  $\text{SO}_2$  standard was not revised at that time; however, the secondary standard is undergoing a separate review by EPA. Note that the new standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the new primary national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
10. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
11. National lead standard, rolling 3-month average: final rule signed October 15, 2008.

For more information please call ARB-PIO at (916) 322-2990

California Air Resources Board (09/08/10)



TABLE 24 lists the facilities within the project area that are subject to the requirements of the Clean Air Act (CAA) and the California Air Resources Board (CARB) regulations. The table provides the name of the facility and the distance from the project to the facility.

**TABLE 24**

Facilities within the Project Area

| Facility Name | Distance From Project <sup>a</sup> (feet) |
|---------------|---|
| Facility 1    | 100                                       |
| Facility 2    | 100                                       |
| Facility 3    | 100                                       |
| Facility 4    | 100                                       |
| Facility 5    | 100                                       |
| Facility 6    | 100                                       |

<sup>a</sup> Distances are based on the location of the facility relative to the project area.

The project area is located in an area with a high density of facilities. The facilities listed in Table 24 are within the project area and are subject to the requirements of the CAA and CARB regulations. The distances from the project to the facilities are as follows:

- Facility 1: 100 feet
- Facility 2: 100 feet
- Facility 3: 100 feet
- Facility 4: 100 feet
- Facility 5: 100 feet
- Facility 6: 100 feet

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- Facility 1: 100 feet
- Facility 2: 100 feet
- Facility 3: 100 feet
- Facility 4: 100 feet
- Facility 5: 100 feet
- Facility 6: 100 feet

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- Facility 4: 100 feet
- Facility 5: 100 feet
- Facility 6: 100 feet

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- Facility 1: 100 feet
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- Facility 4: 100 feet
- Facility 5: 100 feet
- Facility 6: 100 feet

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- Facility 1: 100 feet
- Facility 2: 100 feet
- Facility 3: 100 feet
- Facility 4: 100 feet
- Facility 5: 100 feet
- Facility 6: 100 feet

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**Carbon Monoxide Hot Spot Analysis**

... ..

... ..

**No.** ... ..

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... ..  
**2004 California SIP for CO** ... ..

... ..

**Build Alternatives:** ... ..

**No Build Alternative:** ... ..

... ..

**Build Alternatives:** ... ..

... ..

**No Build Alternative:** ... ..

□

**TABLE 25**

... ..

| Freeway Section  | No Build                   | Median Alternatives        | Ramp Alternative           |
|--|----------------------------|----------------------------|----------------------------|
| <b>Northbound SR-15 Freeway Sections</b><br>... ..<br>... ..<br>... .. | ... ..<br>... ..<br>... .. | ... ..<br>... ..<br>... .. | ... ..<br>... ..<br>... .. |
| <b>Southbound SR-15 Freeway Sections</b><br>... ..<br>... ..<br>... .. | ... ..<br>... ..<br>... .. | ... ..<br>... ..<br>... .. | ... ..<br>... ..<br>... .. |

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... ..

**Build Alternatives:** ... ..

**No Build Alternative:** ... ..

... ..

**Median Alternative with Center Platforms:** ... ..

**Median Alternative with Side Platforms:** ... ..

**Ramp Alternative:** ... ..

**No Build Alternative:** This alternative involves no construction or operation of the project. It represents the existing conditions and is used as a baseline for comparison with other alternatives.

This alternative is used to provide a baseline for comparison with other alternatives. It represents the existing conditions and is used to evaluate the impacts of the proposed project.

**Particulate Matter Hot Spot Analysis**

This analysis is conducted to identify areas where particulate matter concentrations are likely to be high. The analysis is based on a review of existing data and a consideration of the proposed project's location and characteristics. The analysis is used to inform the development of mitigation measures to reduce particulate matter emissions.

*Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM<sub>2.5</sub> and PM<sub>10</sub> Nonattainment and Maintenance Areas*

This analysis is used to identify areas where particulate matter concentrations are likely to be high. The analysis is based on a review of existing data and a consideration of the proposed project's location and characteristics. The analysis is used to inform the development of mitigation measures to reduce particulate matter emissions.

**Median Alternative with Center Platforms:** This alternative involves the construction and operation of a transit line with center platforms. It is used to evaluate the impacts of the proposed project on the environment and to compare it with other alternatives.

This alternative involves the construction and operation of a transit line with center platforms. It is used to evaluate the impacts of the proposed project on the environment and to compare it with other alternatives.

**Median Alternative with Side Platforms:** This alternative involves the construction and operation of a transit line with side platforms. It is used to evaluate the impacts of the proposed project on the environment and to compare it with other alternatives.

**Ramp Alternative:**

The Ramp Alternative involves the construction and operation of a new ramp structure. This alternative is designed to provide improved access and circulation for the project area. The construction phase will require the acquisition of certain parcels and the relocation of existing structures. The operation phase will involve the maintenance and management of the ramp structure to ensure its long-term functionality and safety. The Ramp Alternative is expected to provide significant benefits to the project area, including improved access and circulation, and enhanced safety for all users.

**No Build Alternative:**

The No Build Alternative involves the construction and operation of no new infrastructure. This alternative is designed to maintain the current state of the project area. The construction phase will require no new construction, and the operation phase will involve the maintenance and management of existing infrastructure. The No Build Alternative is expected to provide minimal benefits to the project area, including the maintenance of existing infrastructure and the avoidance of new construction.

The No Build Alternative is expected to have minimal impacts on the project area. The construction phase will require no new construction, and the operation phase will involve the maintenance and management of existing infrastructure. The No Build Alternative is expected to provide minimal benefits to the project area, including the maintenance of existing infrastructure and the avoidance of new construction. The No Build Alternative is expected to have minimal impacts on the project area, including the maintenance of existing infrastructure and the avoidance of new construction.

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**TABLE 26**

Summary of Impacts and Mitigation Measures for the Ramp and No Build Alternatives

| Alternative          | Impacts              | Mitigation Measures | Residual Impacts | Impacts and Mitigation Measures |           |            |          |
|----------------------|----------------------|---------------------|------------------|---------------------------------|-----------|------------|----------|
|                      |                      |                     |                  | Construction                    | Operation | Mitigation | Residual |
| Ramp Alternative     |                      |                     |                  |                                 |           |            |          |
| Construction         | Construction Impacts | Mitigation Measures | Residual Impacts | Construction                    | Operation | Mitigation | Residual |
| Operation            | Operation Impacts    | Mitigation Measures | Residual Impacts | Construction                    | Operation | Mitigation | Residual |
| Mitigation           | Mitigation Impacts   | Mitigation Measures | Residual Impacts | Construction                    | Operation | Mitigation | Residual |
| Residual             | Residual Impacts     | Mitigation Measures | Residual Impacts | Construction                    | Operation | Mitigation | Residual |
| No Build Alternative |                      |                     |                  |                                 |           |            |          |
| Construction         | Construction Impacts | Mitigation Measures | Residual Impacts | Construction                    | Operation | Mitigation | Residual |
| Operation            | Operation Impacts    | Mitigation Measures | Residual Impacts | Construction                    | Operation | Mitigation | Residual |
| Mitigation           | Mitigation Impacts   | Mitigation Measures | Residual Impacts | Construction                    | Operation | Mitigation | Residual |
| Residual             | Residual Impacts     | Mitigation Measures | Residual Impacts | Construction                    | Operation | Mitigation | Residual |

Table 26: Summary of Impacts and Mitigation Measures for the Ramp and No Build Alternatives



**Ramp Alternative:** [Redacted text]

**No Build Alternative:** [Redacted text]

[Redacted text]

[Redacted text]

**Construction Impacts**

[Redacted text]

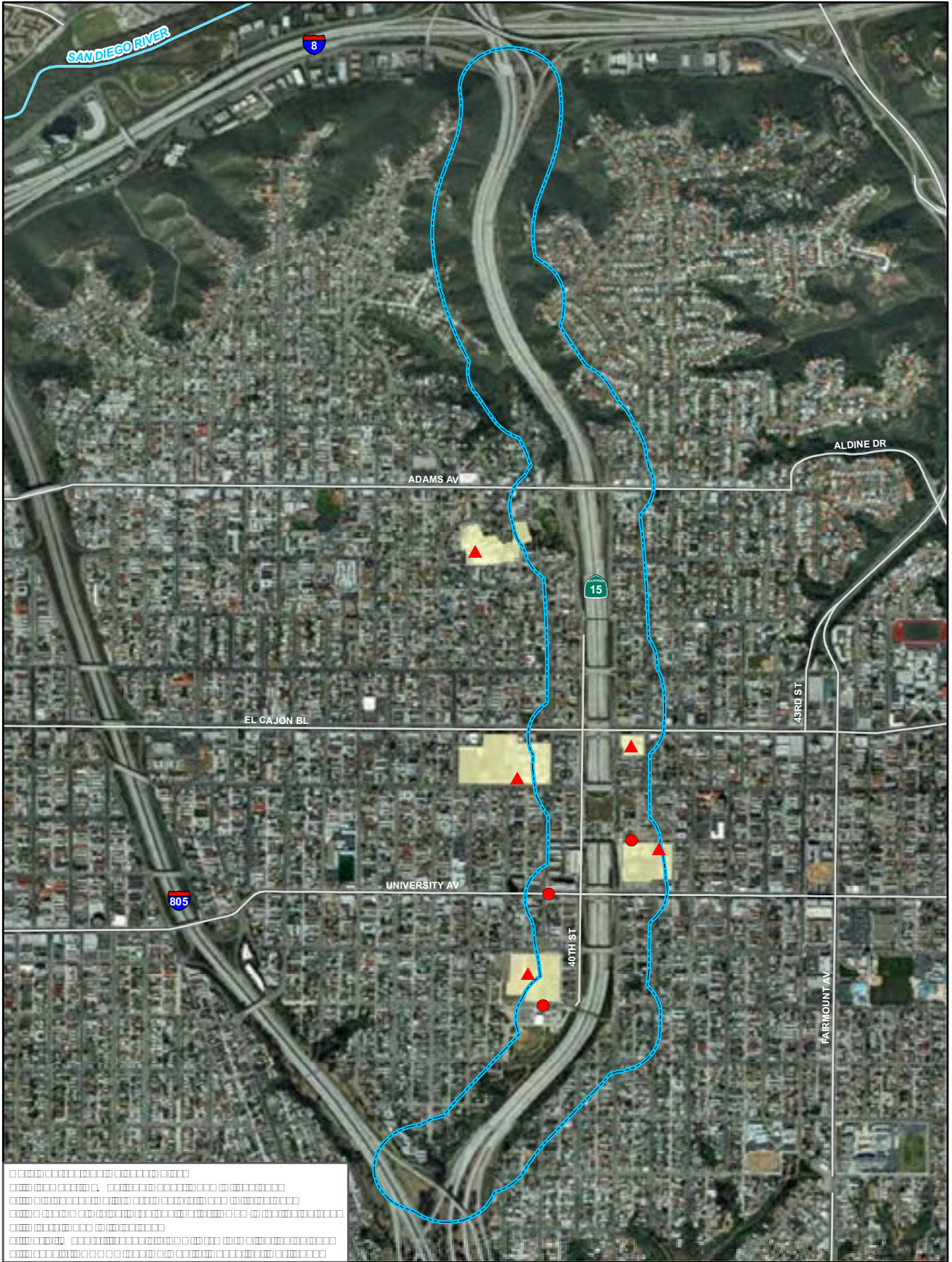
[Redacted text]

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**2.9.4 Avoidance, Minimization and/or Mitigation Measures**

[Redacted text]





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**FIGURE 18**  
SR-15 Mid-City BRT

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## BIOLOGICAL ENVIRONMENT

The biological environment is described in the *Final Natural Environment Study, Minimal Impacts* (2014) and the *Final Natural Environment Study, Minimal Impacts* (2014) and the *Final Natural Environment Study, Minimal Impacts* (2014). The biological environment is described in the *Final Natural Environment Study, Minimal Impacts* (2014) and the *Final Natural Environment Study, Minimal Impacts* (2014).

### 2.10 Natural Communities

The biological environment is described in the *Final Natural Environment Study, Minimal Impacts* (2014) and the *Final Natural Environment Study, Minimal Impacts* (2014). The biological environment is described in the *Final Natural Environment Study, Minimal Impacts* (2014) and the *Final Natural Environment Study, Minimal Impacts* (2014).

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#### 2.10.1 Affected Environment

The biological environment is described in the *Final Natural Environment Study, Minimal Impacts* (2014) and the *Final Natural Environment Study, Minimal Impacts* (2014). The biological environment is described in the *Final Natural Environment Study, Minimal Impacts* (2014) and the *Final Natural Environment Study, Minimal Impacts* (2014).

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### Vegetation Communities

The project area contains a variety of vegetation communities, including riparian, coastal scrub, and grasslands. These communities are defined by their characteristic plant species and their association with specific soil and topographic conditions. The riparian communities are found along the project's waterways, while the coastal scrub and grasslands are found in the adjacent upland areas. The project's impact on these communities will be assessed based on the extent of disturbance and the potential for recovery.

**TABLE 27**

Vegetation Communities and Areas

| Vegetation Community | Area (acres) |
|----------------------|--------------|
| Riparian             | 10.0         |
| Coastal Scrub        | 15.0         |
| Grasslands           | 20.0         |
| Shrublands           | 10.0         |
| Open Woodlands       | 5.0          |
| Open Grasslands      | 5.0          |
| Open Shrublands      | 5.0          |
| Open Woodlands       | 5.0          |
| Open Grasslands      | 5.0          |
| Open Shrublands      | 5.0          |
| Open Woodlands       | 5.0          |
| Open Grasslands      | 5.0          |
| Open Shrublands      | 5.0          |
| Open Woodlands       | 5.0          |
| Open Grasslands      | 5.0          |
| Open Shrublands      | 5.0          |
| <b>Total</b>         | <b>410.6</b> |

The area values in this table represent the total area of each vegetation community within the project boundary. These values are based on field observations and aerial photography analysis.

### Southern Mixed Chaparral

Southern Mixed Chaparral is a diverse vegetation community characterized by a mix of woody shrubs and small trees. It typically occurs in areas with well-drained soils and moderate rainfall. Key species include *Rhus integrifolia*, *Malosma laurina*, and *Toxicodendron diversilobum*. This community provides important habitat for various wildlife species and plays a role in soil stabilization and water retention.

- Rhus integrifolia*
- Malosma laurina*
- Toxicodendron diversilobum*
- Baccharis pilularis*
- Salvia mellifera*
- Sambucus mexicana*
- Xylococcus bicolor*
- Heteromeles arbutifolia*
- Ceanothus verrucosus*
- Cercocarpus betuloides*
- Marah macrocarpus*
- Quercus*
- Adenostoma fasciculatum*
- Opuntia littoralis*
- Eriodictyon*

*crassifolium* Artemisia californica

**Diegan Sage Scrub**

Isocoma menziesii Eriogonum fasciculatum Eriogonum Opuntia prolifera

Leymus condensatus Yucca gloriosa Encelia californica E. farinosa Phacelia

**Diegan Sage Scrub/Mixed Chaparral**

Freshwater Emergent Marsh

**Freshwater Emergent Marsh**

Scirpus Typha

**Non-Native Annual Grassland**

Bromus Avena Brassica

**Woody Non-Native**

Plants in this category are those that are not native to the area and are not considered woody non-native. These plants are typically found in areas that have been disturbed or are in the process of being restored. They are often introduced from other regions and can be difficult to manage.

**Eucalyptus** and **Areaceae** are examples of plants in this category. These plants are often found in areas that have been disturbed or are in the process of being restored. They are often introduced from other regions and can be difficult to manage.

**Woody Non-Native/Mixed Chaparral**

Plants in this category are those that are not native to the area and are found in mixed chaparral. These plants are typically found in areas that have been disturbed or are in the process of being restored. They are often introduced from other regions and can be difficult to manage.

**Woody Non-Native/Diegan Sage Scrub**

Plants in this category are those that are not native to the area and are found in Diegan Sage Scrub. These plants are typically found in areas that have been disturbed or are in the process of being restored. They are often introduced from other regions and can be difficult to manage.

**Landscaped**

Plants in this category are those that are not native to the area and are found in landscaped areas. These plants are typically found in areas that have been disturbed or are in the process of being restored. They are often introduced from other regions and can be difficult to manage. **Mesembryanthemum stoechadifolia** and **Arctotis** are examples of plants in this category.

**Ruderal**

Plants in this category are those that are not native to the area and are found in ruderal areas. These plants are typically found in areas that have been disturbed or are in the process of being restored. They are often introduced from other regions and can be difficult to manage.

*Centaurea melitensis* *Conyza*, *Brassica nigra*, *Avena fatua*, *Melilotus*, *Malvaceae*

**Developed**

...

**2.10.2 Environmental Consequences**

**Build Alternatives**

...

...

**Wildlife Movement**

...

**Median Alternative with Center Platforms**

...

...

**TABLE 28**

TABLE 28. ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED BRT ALTERNATIVES ON VEGETATION

| Vegetation Community/Habitat   | Temporary Direct Impacts        | Permanent Direct Impacts        |
|--|---------------------------------|---------------------------------|
|  | Acres                           | Acres                           |
| <b>Median Alternative with Center Platforms</b>                            |                                 |                                 |
| █ <input type="checkbox"/> <i>Quercus laevis</i>                           | █ <input type="checkbox"/> 0.00 | █ <input type="checkbox"/> 0.00 |
| █ <input type="checkbox"/> <i>Quercus laevis</i> , <i>Quercus coccinea</i> | █ <input type="checkbox"/> 0.00 | █ <input type="checkbox"/> 0.00 |
| █ <input type="checkbox"/> <i>Quercus coccinea</i>                         | █ <input type="checkbox"/> 0.00 | █ <input type="checkbox"/> 0.00 |
| █ <input type="checkbox"/> <i>Quercus coccinea</i>                         | █ <input type="checkbox"/> 0.00 | █ <input type="checkbox"/> 0.00 |
| <b>Total</b>   | <b>1.60</b>                     | <b>1.88</b>                     |
| <b>Median Alternative with Side Platforms</b>                              |                                 |                                 |
| █ <input type="checkbox"/> <i>Quercus laevis</i>                           | █ <input type="checkbox"/> 0.00 | █ <input type="checkbox"/> 0.00 |
| █ <input type="checkbox"/> <i>Quercus laevis</i> , <i>Quercus coccinea</i> | █ <input type="checkbox"/> 0.00 | █ <input type="checkbox"/> 0.00 |
| █ <input type="checkbox"/> <i>Quercus coccinea</i>                         | █ <input type="checkbox"/> 0.00 | █ <input type="checkbox"/> 0.00 |
| █ <input type="checkbox"/> <i>Quercus coccinea</i>                         | █ <input type="checkbox"/> 0.00 | █ <input type="checkbox"/> 0.00 |
| <b>Total</b>   | <b>1.25</b>                     | <b>1.73</b>                     |
| <b>Ramp Alternative</b>  |                                 |                                 |
| █ <input type="checkbox"/> <i>Quercus laevis</i>                           | █ <input type="checkbox"/> 0.00 | █ <input type="checkbox"/> 0.00 |
| █ <input type="checkbox"/> <i>Quercus laevis</i> , <i>Quercus coccinea</i> | █ <input type="checkbox"/> 0.00 | █ <input type="checkbox"/> 0.00 |
| █ <input type="checkbox"/> <i>Quercus coccinea</i>                         | █ <input type="checkbox"/> 0.00 | █ <input type="checkbox"/> 0.00 |
| █ <input type="checkbox"/> <i>Quercus coccinea</i>                         | █ <input type="checkbox"/> 0.00 | █ <input type="checkbox"/> 0.00 |
| <b>Total</b>   | <b>0.97</b>                     | <b>0.82</b>                     |

TABLE 28. ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED BRT ALTERNATIVES ON VEGETATION

TABLE 28. ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED BRT ALTERNATIVES ON VEGETATION

**Median Alternative with Side Platforms**

TABLE 28. ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED BRT ALTERNATIVES ON VEGETATION

TABLE 28. ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED BRT ALTERNATIVES ON VEGETATION

TABLE 28. ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED BRT ALTERNATIVES ON VEGETATION

**Ramp Alternative**

TABLE 28. ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED BRT ALTERNATIVES ON VEGETATION

Construction activities for the proposed project will be limited to the construction of the proposed project.

Construction activities for the proposed project will be limited to the construction of the proposed project. Construction activities for the proposed project will be limited to the construction of the proposed project.

Construction activities for the proposed project will be limited to the construction of the proposed project.

**No Build Alternative**

Construction activities for the proposed project will be limited to the construction of the proposed project.

**2.10.3 Avoidance, Minimization, and/or Mitigation Measures**

Construction activities for the proposed project will be limited to the construction of the proposed project.

**General Measures**

Construction activities for the proposed project will be limited to the construction of the proposed project.

Construction activities for the proposed project will be limited to the construction of the proposed project.

Construction activities for the proposed project will be limited to the construction of the proposed project.

Construction activities for the proposed project will be limited to the construction of the proposed project.

Construction activities for the proposed project will be limited to the construction of the proposed project.



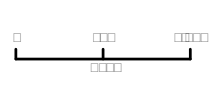
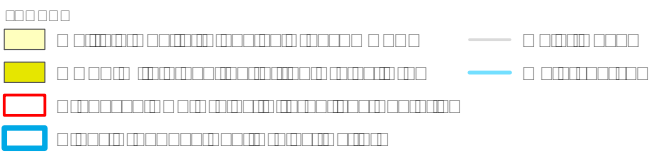
**LEGEND**  
 Proposed BRT Project Alternatives Footprint  
 Biological Study Area\*

**Data Sources and Release Dates:**  
 1. Highways, Ramps, and Major Roads; SanGIS, Jan 2010  
 2. SR-15 BRT Project Area and Jurisdictional Waters; CH2M HILL, March 2010

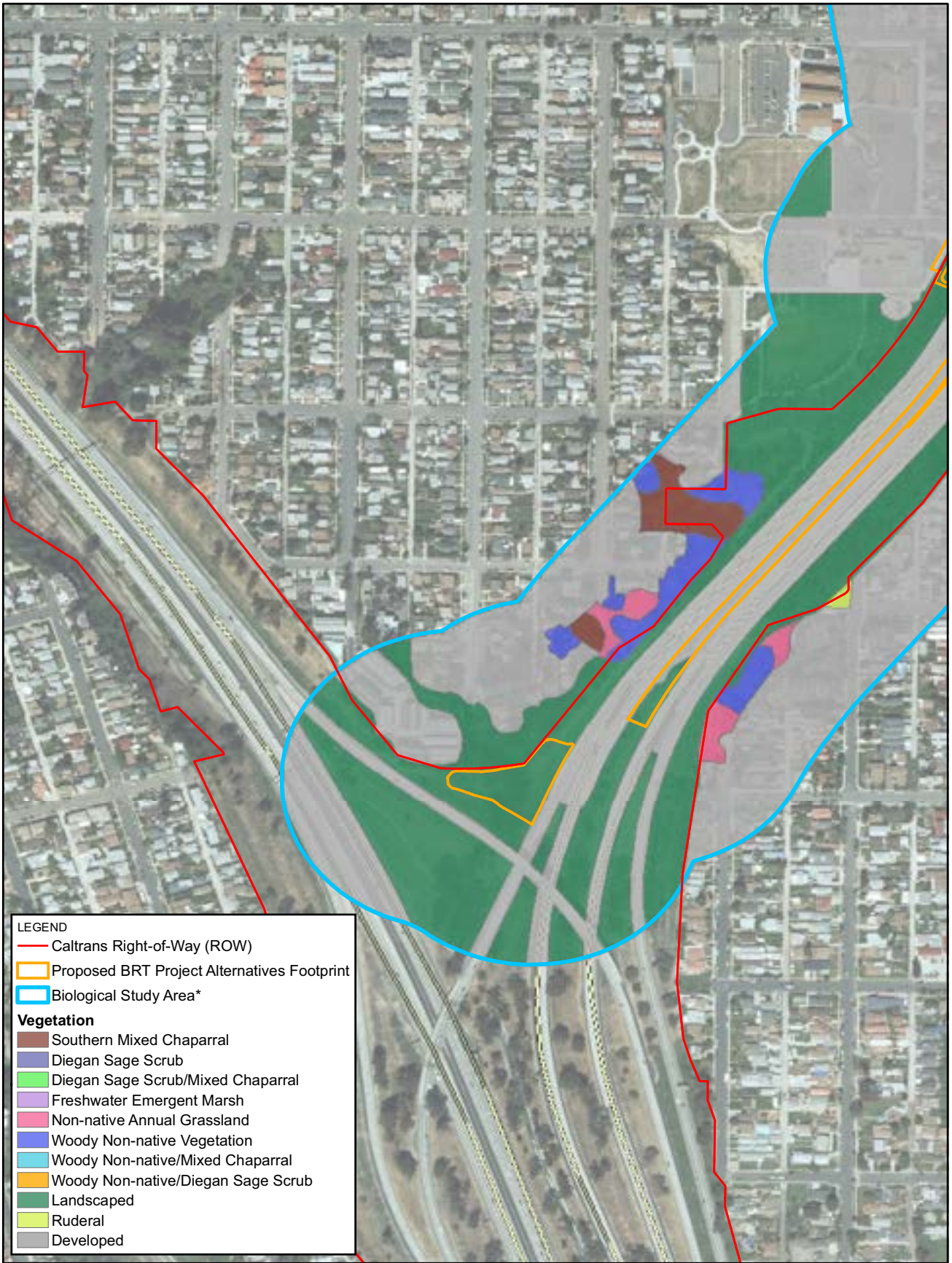
\*500 foot buffer from footprint



**FIGURE 19**  
**Biological Study Area**  
 SR-15 Mid-City BRT



**FIGURE 20**  
 SR-15 Mid-City BRT



**LEGEND**

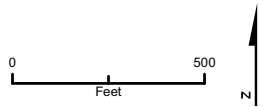
- Caltrans Right-of-Way (ROW)
- ▭ Proposed BRT Project Alternatives Footprint
- ▭ Biological Study Area\*

**Vegetation**

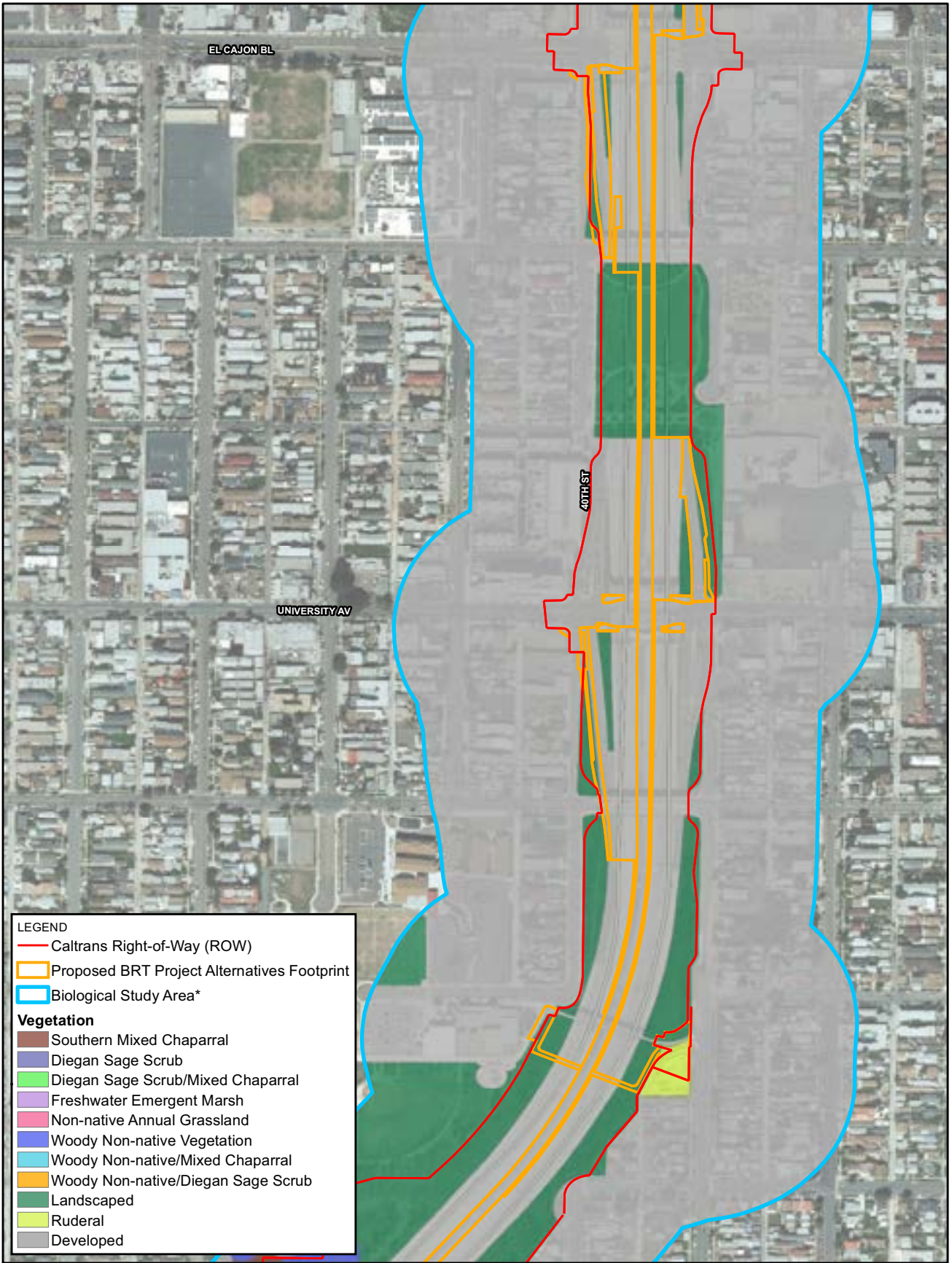
- ▭ Southern Mixed Chaparral
- ▭ Diegan Sage Scrub
- ▭ Diegan Sage Scrub/Mixed Chaparral
- ▭ Freshwater Emergent Marsh
- ▭ Non-native Annual Grassland
- ▭ Woody Non-native Vegetation
- ▭ Woody Non-native/Mixed Chaparral
- ▭ Woody Non-native/Diegan Sage Scrub
- ▭ Landscaped
- ▭ Ruderal
- ▭ Developed

Data Sources and Release Dates:  
 1. Highways, Ramps, and Major Roads; SanGIS, Jan 2010  
 2. SR-15 BRT Project Area and Vegetation; CH2M HILL, March 2010

\*500 foot buffer from footprint



**FIGURE 21a**  
**Vegetation Communities**  
 SR-15 Mid-City BRT



**LEGEND**

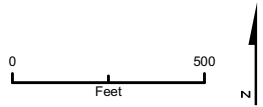
- Caltrans Right-of-Way (ROW)
- Proposed BRT Project Alternatives Footprint
- Biological Study Area\*

**Vegetation**

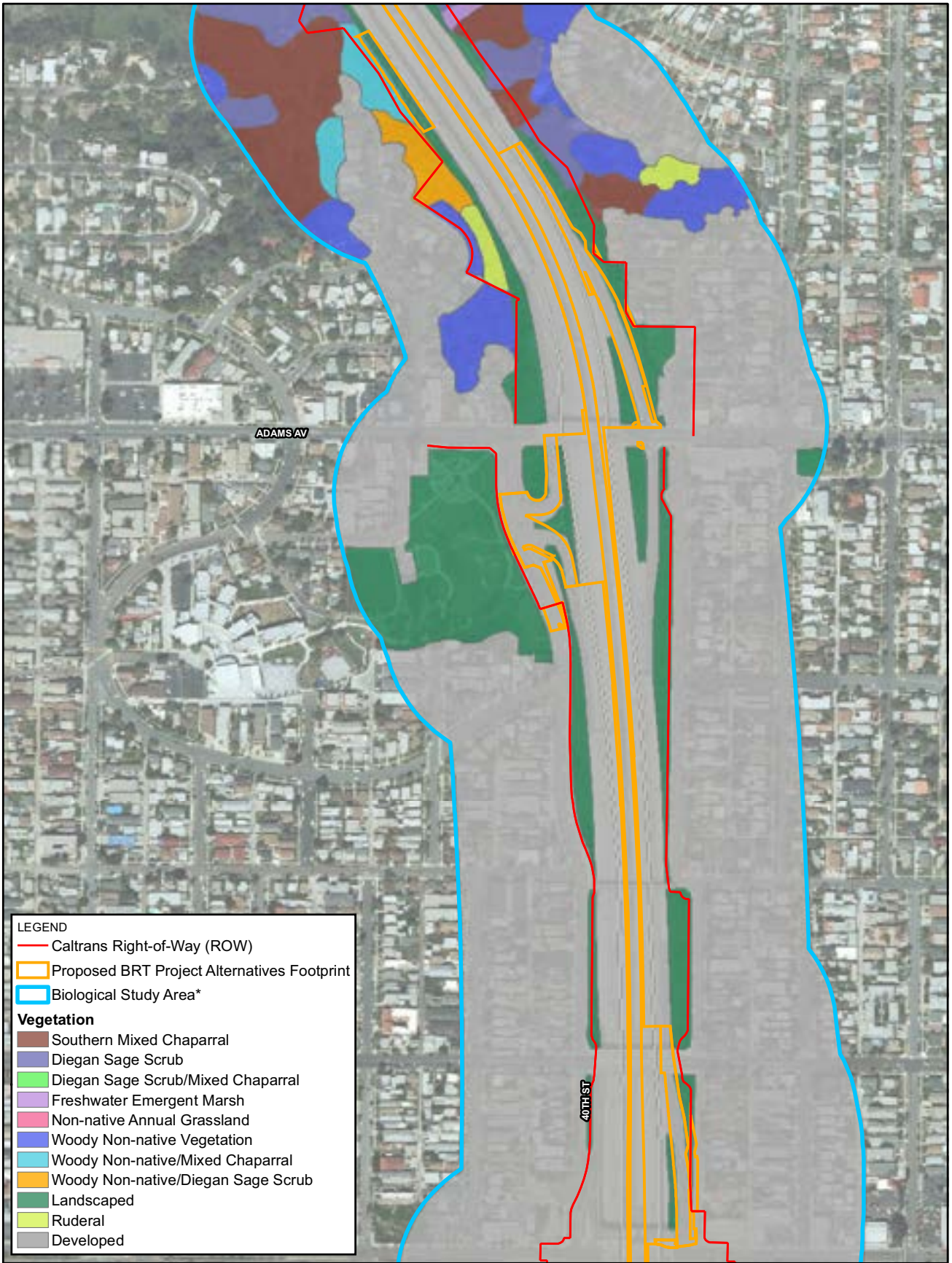
- Southern Mixed Chaparral
- Diegan Sage Scrub
- Diegan Sage Scrub/Mixed Chaparral
- Freshwater Emergent Marsh
- Non-native Annual Grassland
- Woody Non-native Vegetation
- Woody Non-native/Mixed Chaparral
- Woody Non-native/Diegan Sage Scrub
- Landscaped
- Ruderal
- Developed

Data Sources and Release Dates:  
 1. Highways, Ramps, and Major Roads; SanGIS, Jan 2010  
 2. SR-15 BRT Project Area and Vegetation; CH2M HILL, March 2010

\*500 foot buffer from footprint



**FIGURE 21b**  
 Vegetation Communities  
 SR-15 Mid-City BRT

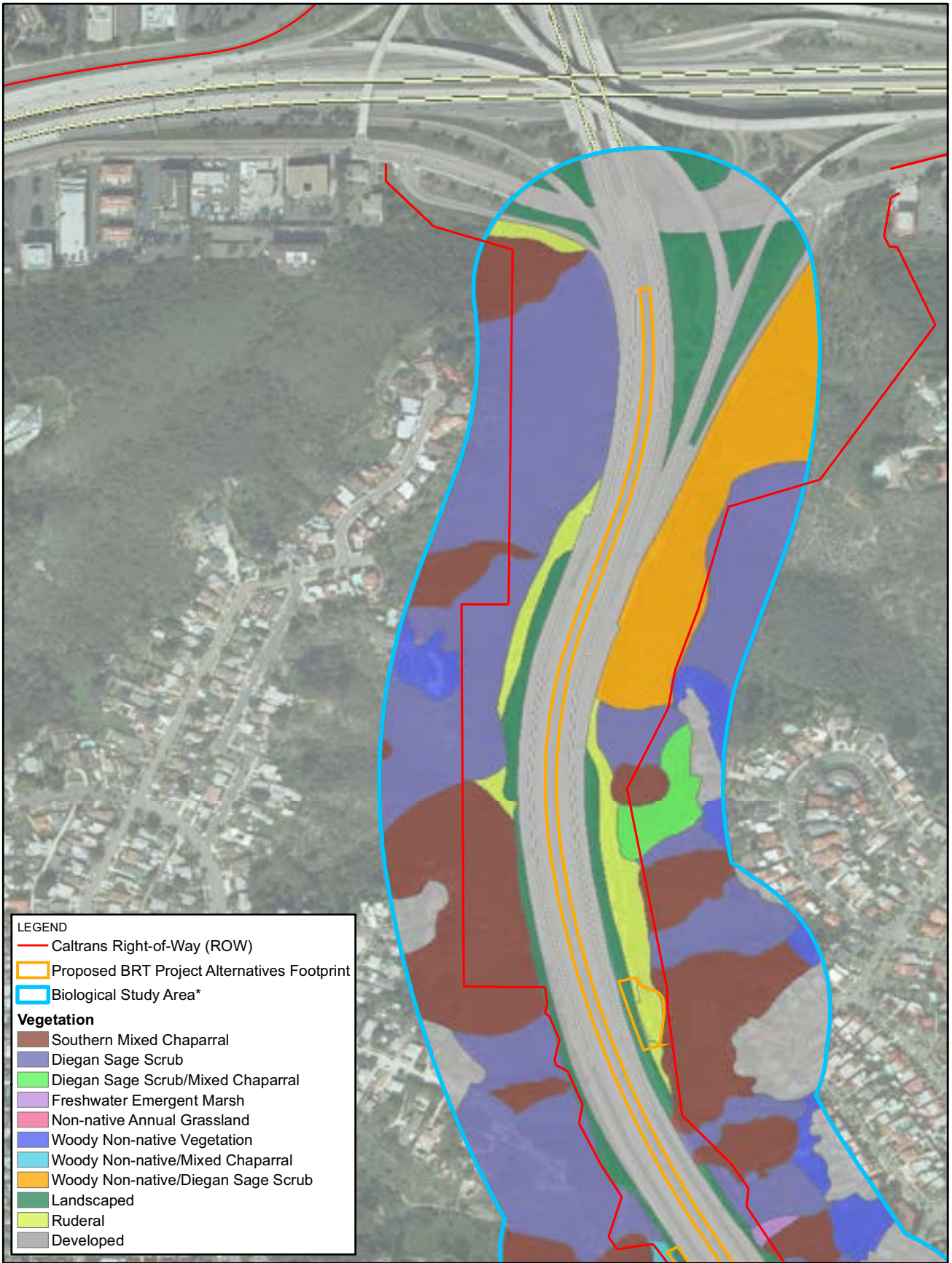


Data Sources and Release Dates:  
 1. Highways, Ramps, and Major Roads; SanGIS, Jan 2010  
 2. SR-15 BRT Project Area and Vegetation; CH2M HILL, March 2010

\*500 foot buffer from footprint



**FIGURE 21c**  
**Vegetation Communities**  
 SR-15 Mid-City BRT



**LEGEND**

- Caltrans Right-of-Way (ROW)
- Proposed BRT Project Alternatives Footprint
- Biological Study Area\*

**Vegetation**

- Southern Mixed Chaparral
- Diegan Sage Scrub
- Diegan Sage Scrub/Mixed Chaparral
- Freshwater Emergent Marsh
- Non-native Annual Grassland
- Woody Non-native Vegetation
- Woody Non-native/Mixed Chaparral
- Woody Non-native/Diegan Sage Scrub
- Landscaped
- Ruderal
- Developed

Data Sources and Release Dates:  
 1. Highways, Ramps, and Major Roads; SanGIS, Jan 2010  
 2. SR-15 BRT Project Area and Vegetation; CH2M HILL, March 2010

\*500 foot buffer from footprint



**FIGURE 21d**  
**Vegetation Communities**  
 SR-15 Mid-City BRT

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... ..

... .. *Ceanothus verrucosus* ... ..

**No Build Alternative**

... ..

**2.11.4 Avoidance, Minimization, and/or Mitigation Measures**

... ..

**2.12 Animal Species**

**2.12.1 Regulatory Setting**

... ..

... ..

- ... ..
- ... ..
- ... ..
- ... ..
- ... ..
- ... ..
- ... ..

\_\_\_\_\_

### 2.12.2 Affected Environment

\_\_\_\_\_

\_\_\_\_\_

*Passerculus sandwichensis beldingi* \_\_\_\_\_, \_\_\_\_\_ *Odocoileus hemionus fuliginata* \_\_\_\_\_, \_\_\_\_\_

### 2.12.3 Environmental Consequences

#### Build Alternatives

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

#### No Build Alternative

\_\_\_\_\_

### 2.12.4 Avoidance, Minimization, and/or Mitigation Measures

\_\_\_\_\_



### 2.13.2 Affected Environment

Plants that are native to the project area include *Lactuca serriola*, *Marrubium vulgare*, and *Nicotiana glauca*.

### 2.13.3 Environmental Consequences

#### Build Alternatives

Build alternatives include the proposed project and other alternatives. The proposed project would result in the removal of vegetation and the construction of infrastructure. Other alternatives would result in different impacts on the environment.

#### No Build Alternative

The no-build alternative would result in no construction or infrastructure development in the project area.

### 2.13.4 Avoidance, Minimization, and/or Mitigation Measures

Measures to avoid, minimize, and/or mitigate impacts include the implementation of best management practices and the use of native plants and materials.

□



# ADDITIONAL IMPACTS

## 2.14 Cumulative Impacts

### 2.14.1 Regulatory Setting

The project is located within the jurisdiction of the City of San Diego, County of San Diego, and the State of California. The project is subject to various federal, state, and local laws, regulations, and standards. The project is also subject to various federal, state, and local laws, regulations, and standards. The project is also subject to various federal, state, and local laws, regulations, and standards.

The project is located within the jurisdiction of the City of San Diego, County of San Diego, and the State of California. The project is subject to various federal, state, and local laws, regulations, and standards. The project is also subject to various federal, state, and local laws, regulations, and standards. The project is also subject to various federal, state, and local laws, regulations, and standards.

The project is located within the jurisdiction of the City of San Diego, County of San Diego, and the State of California. The project is subject to various federal, state, and local laws, regulations, and standards. The project is also subject to various federal, state, and local laws, regulations, and standards. The project is also subject to various federal, state, and local laws, regulations, and standards.

### 2.14.2 Affected Environment

The project is located within the jurisdiction of the City of San Diego, County of San Diego, and the State of California. The project is subject to various federal, state, and local laws, regulations, and standards. The project is also subject to various federal, state, and local laws, regulations, and standards. The project is also subject to various federal, state, and local laws, regulations, and standards.

**TABLE 29**

Summary of Project Impacts

| Project Name                   | Jurisdiction  | Proposed Uses   |
|--------------------------------|---|---|
| San Diego Mid-City BRT Project | City of San Diego, County of San Diego, State of California | Construction, Operation, Maintenance, and Decommissioning |
| San Diego Mid-City BRT Project | City of San Diego, County of San Diego, State of California | Construction, Operation, Maintenance, and Decommissioning |

**TABLE 29**

PROJECTS WITH PROPOSED USES

| Project Name     | Jurisdiction          | Proposed Uses          |
|------------------|-----------------------|------------------------|
| <p>Project 1</p> | <p>Jurisdiction 1</p> | <p>Proposed Uses 1</p> |
| <p>Project 2</p> | <p>Jurisdiction 2</p> | <p>Proposed Uses 2</p> |
| <p>Project 3</p> | <p>Jurisdiction 3</p> | <p>Proposed Uses 3</p> |
| <p>Project 4</p> | <p>Jurisdiction 4</p> | <p>Proposed Uses 4</p> |
| <p>Project 5</p> | <p>Jurisdiction 5</p> | <p>Proposed Uses 5</p> |
| <p>Project 6</p> | <p>Jurisdiction 6</p> | <p>Proposed Uses 6</p> |
| <p>Project 7</p> | <p>Jurisdiction 7</p> | <p>Proposed Uses 7</p> |
| <p>Project 8</p> | <p>Jurisdiction 8</p> | <p>Proposed Uses 8</p> |

**TABLE 29**

PROJECTS WITH POTENTIAL FOR SIGNIFICANT IMPACTS

| Project Name | Jurisdiction   | Proposed Uses  |
|--------------|----------------|----------------|
| Project A    | Jurisdiction X | Proposed Use 1 |
| Project B    | Jurisdiction Y | Proposed Use 2 |
| Project C    | Jurisdiction Z | Proposed Use 3 |

□

### 2.14.3 Environmental Consequences

□ Environmental consequences of the proposed project are analyzed in this section. The analysis includes a description of the project, the environmental setting, and the potential impacts of the project. The analysis also includes a discussion of the mitigation measures that will be implemented to avoid, minimize, and compensate for the impacts of the project.

□ The proposed project is located in an area with a rich natural resource base. The project will have both direct and indirect impacts on the environment. The impacts of the project are analyzed in this section.

#### Visual/Aesthetics

□ Visual and aesthetic impacts of the proposed project are analyzed in this section. The analysis includes a description of the project, the visual and aesthetic setting, and the potential impacts of the project. The analysis also includes a discussion of the mitigation measures that will be implemented to avoid, minimize, and compensate for the impacts of the project.

#### Water Quality and Storm Water Runoff

□ Water quality and storm water runoff impacts of the proposed project are analyzed in this section. The analysis includes a description of the project, the water quality and storm water runoff setting, and the potential impacts of the project. The analysis also includes a discussion of the mitigation measures that will be implemented to avoid, minimize, and compensate for the impacts of the project.

... ..

**Paleontology**

... ..

**2.15 Climate Change**

**2.15.1 Regulatory Setting**

... ..

... .. *California v. Environmental Protection Agency* ... ..

... ..

□. [Redacted text]

□ [Redacted text]

□ [Redacted text]

□ [Redacted text]

• **Endangerment Finding:** [Redacted text]

• **Cause or Contribute Finding:** [Redacted text]

□ [Redacted text]

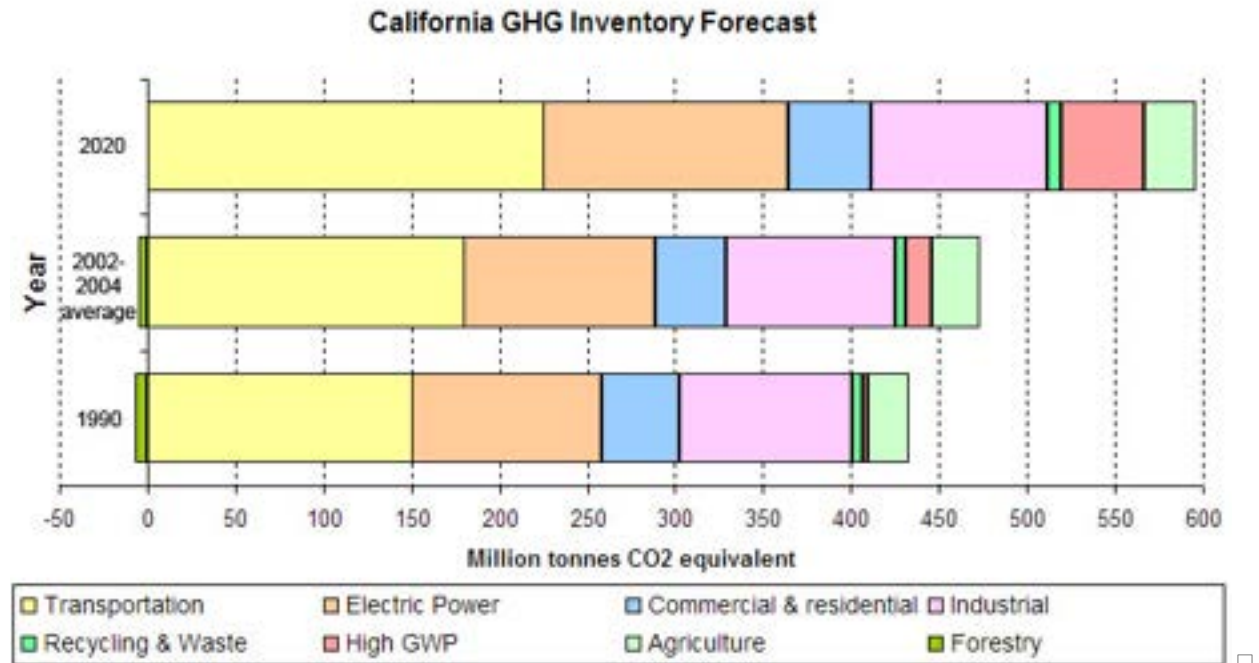
□ [Redacted text]

□ [Redacted text]

□ [Redacted footnote text]

California's greenhouse gas (GHG) inventory is a key indicator of the state's progress in reducing its carbon footprint. The inventory is divided into eight sectors: Transportation, Electric Power, Commercial & residential, Industrial, Recycling & Waste, High GWP, Agriculture, and Forestry. The 2020 forecast shows a total inventory of approximately 580 million tonnes CO2 equivalent, with Transportation being the largest contributor at about 220 million tonnes. The 2002-2004 average inventory is approximately 470 million tonnes, and the 1990 inventory is approximately 430 million tonnes. The forecast shows a significant increase in the total inventory compared to the 2002-2004 average and 1990 levels, primarily due to the growth in the Transportation sector.

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### California Greenhouse Gas Inventory

California's greenhouse gas (GHG) inventory is a key indicator of the state's progress in reducing its carbon footprint.

The inventory is divided into eight sectors: Transportation, Electric Power, Commercial & residential, Industrial, Recycling & Waste, High GWP, Agriculture, and Forestry.

The 2020 forecast shows a total inventory of approximately 580 million tonnes CO2 equivalent, with Transportation being the largest contributor at about 220 million tonnes. The 2002-2004 average inventory is approximately 470 million tonnes, and the 1990 inventory is approximately 430 million tonnes. The forecast shows a significant increase in the total inventory compared to the 2002-2004 average and 1990 levels, primarily due to the growth in the Transportation sector.

California's *Climate Action Program* aims to reduce the state's greenhouse gas emissions by 40% by 2030, compared to 1990 levels. This requires significant investments in clean energy, energy efficiency, and public transportation.

## 2.15.2 Project Analysis

The project analysis includes a detailed review of the project's environmental impacts, including air quality, noise, and traffic. The analysis is based on the project's design and the surrounding environment. The project's impacts are compared to the baseline conditions and the project's mitigation measures are evaluated. The project's impacts are expected to be less than significant, and the project's mitigation measures are expected to be effective.

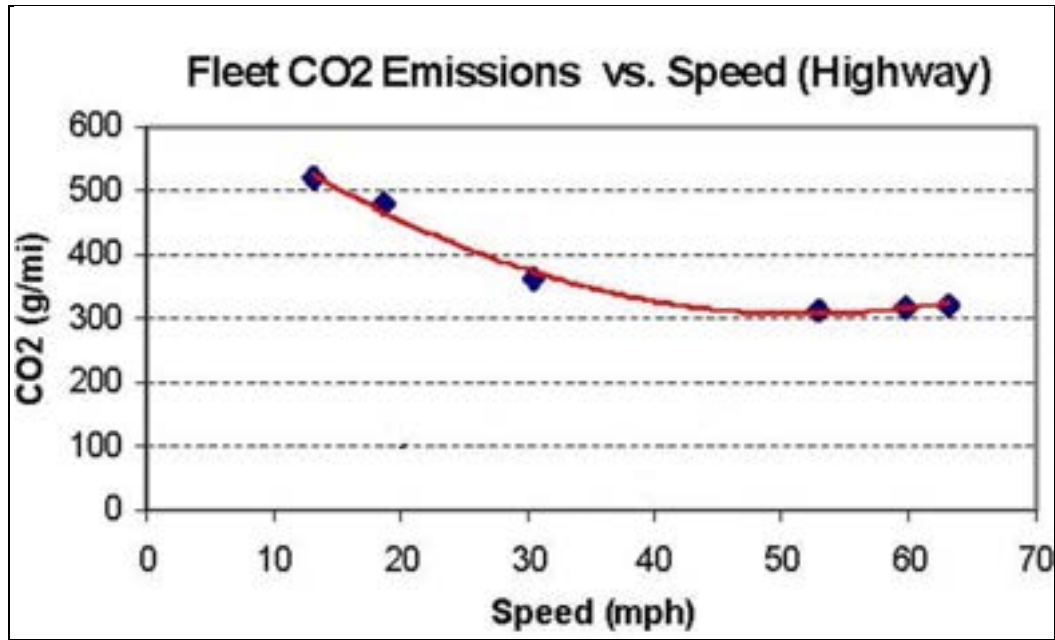


Figure 2.15.2-1: Fleet CO2 Emissions vs. Speed (Highway)

### Fleet CO<sub>2</sub> Emissions vs. Speed (Highway)

The graph shows that CO2 emissions decrease as speed increases, reaching a minimum of approximately 300 g/mi at 50-65 mph. This indicates that driving at higher speeds on highways is more fuel-efficient and results in lower CO2 emissions per mile.

The project's fleet CO2 emissions are expected to be significantly lower than the baseline conditions, due to the project's mitigation measures and the use of more fuel-efficient vehicles. The project's mitigation measures include the use of carpooling, public transit, and the use of more fuel-efficient vehicles.

The project's mitigation measures are expected to be effective in reducing the project's CO2 emissions. The project's mitigation measures include the use of carpooling, public transit, and the use of more fuel-efficient vehicles. The project's mitigation measures are expected to be effective in reducing the project's CO2 emissions.

*SR-15 Mid-City BRT Traffic Study*

Quantitative CO<sub>2</sub> Emissions

### Quantitative CO<sub>2</sub> Emissions

Quantitative CO<sub>2</sub> emissions are presented in Table 2.1. The table shows that the total CO<sub>2</sub> emissions for the project are approximately 1,200 metric tons per year. This is based on the following assumptions: 1) The project will operate for 20 years. 2) The project will have a capacity of 1,000 units per year. 3) The project will have a capacity factor of 80%. 4) The project will have a capacity utilization rate of 80%. 5) The project will have a capacity utilization rate of 80%.

The table also shows that the CO<sub>2</sub> emissions are significantly lower than those of other similar projects. This is due to the use of energy-efficient equipment and the implementation of various energy-saving measures.

The project will also implement various measures to reduce CO<sub>2</sub> emissions, such as the use of renewable energy sources, energy-efficient lighting, and energy-efficient equipment. These measures will help to reduce the project's carbon footprint and contribute to a more sustainable future.

- The project will also implement various measures to reduce CO<sub>2</sub> emissions, such as the use of renewable energy sources, energy-efficient lighting, and energy-efficient equipment. These measures will help to reduce the project's carbon footprint and contribute to a more sustainable future.
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**TABLE 31**

| Strategy   | Program                                       | Partnership                  |                              | Method/Process  | Estimated CO <sub>2</sub> Savings (MMT) |                |
|--|---|------------------------------|------------------------------|---|---|----------------|
|  |   | Lead                         | Agency                       |   | 2010                                    | 2020           |
| <p>1. Implement energy efficiency programs in city buildings.</p>                        | <p>Energy Efficiency Program</p>              | <p>City of San Francisco</p> | <p>City of San Francisco</p> | <p>Energy audits, LED lighting, HVAC upgrades, etc.</p>   | <p>100,000</p>                          | <p>200,000</p> |
|  | <p>Energy Efficiency Program</p>              | <p>City of San Francisco</p> | <p>City of San Francisco</p> | <p>Energy audits, LED lighting, HVAC upgrades, etc.</p>   | <p>100,000</p>                          | <p>200,000</p> |
| <p>2. Implement energy efficiency programs in city-owned vehicles.</p>                   | <p>City Fleet Program</p>                     | <p>City of San Francisco</p> | <p>City of San Francisco</p> | <p>Vehicle maintenance, fuel-efficient vehicles, etc.</p> | <p>50,000</p>                           | <p>100,000</p> |
|  | <p>City Fleet Program</p>                     | <p>City of San Francisco</p> | <p>City of San Francisco</p> | <p>Vehicle maintenance, fuel-efficient vehicles, etc.</p> | <p>50,000</p>                           | <p>100,000</p> |
| <p>3. Implement energy efficiency programs in city-owned buildings.</p>                  | <p>City Buildings Program</p>                 | <p>City of San Francisco</p> | <p>City of San Francisco</p> | <p>Energy audits, LED lighting, HVAC upgrades, etc.</p>   | <p>100,000</p>                          | <p>200,000</p> |
|  | <p>City Buildings Program</p>                 | <p>City of San Francisco</p> | <p>City of San Francisco</p> | <p>Energy audits, LED lighting, HVAC upgrades, etc.</p>   | <p>100,000</p>                          | <p>200,000</p> |
| <p>4. Implement energy efficiency programs in city-owned parking structures.</p>         | <p>City Parking Structures Program</p>        | <p>City of San Francisco</p> | <p>City of San Francisco</p> | <p>Energy audits, LED lighting, HVAC upgrades, etc.</p>   | <p>50,000</p>                           | <p>100,000</p> |
|  | <p>City Parking Structures Program</p>        | <p>City of San Francisco</p> | <p>City of San Francisco</p> | <p>Energy audits, LED lighting, HVAC upgrades, etc.</p>   | <p>50,000</p>                           | <p>100,000</p> |
| <p>5. Implement energy efficiency programs in city-owned transit facilities.</p>         | <p>City Transit Facilities Program</p>        | <p>City of San Francisco</p> | <p>City of San Francisco</p> | <p>Energy audits, LED lighting, HVAC upgrades, etc.</p>   | <p>100,000</p>                          | <p>200,000</p> |
|  | <p>City Transit Facilities Program</p>        | <p>City of San Francisco</p> | <p>City of San Francisco</p> | <p>Energy audits, LED lighting, HVAC upgrades, etc.</p>   | <p>100,000</p>                          | <p>200,000</p> |
| <p>6. Implement energy efficiency programs in city-owned transit vehicles.</p>           | <p>City Transit Vehicles Program</p>          | <p>City of San Francisco</p> | <p>City of San Francisco</p> | <p>Vehicle maintenance, fuel-efficient vehicles, etc.</p> | <p>50,000</p>                           | <p>100,000</p> |
|  | <p>City Transit Vehicles Program</p>          | <p>City of San Francisco</p> | <p>City of San Francisco</p> | <p>Vehicle maintenance, fuel-efficient vehicles, etc.</p> | <p>50,000</p>                           | <p>100,000</p> |
| <p>7. Implement energy efficiency programs in city-owned transit stations.</p>           | <p>City Transit Stations Program</p>          | <p>City of San Francisco</p> | <p>City of San Francisco</p> | <p>Energy audits, LED lighting, HVAC upgrades, etc.</p>   | <p>100,000</p>                          | <p>200,000</p> |
|  | <p>City Transit Stations Program</p>          | <p>City of San Francisco</p> | <p>City of San Francisco</p> | <p>Energy audits, LED lighting, HVAC upgrades, etc.</p>   | <p>100,000</p>                          | <p>200,000</p> |
| <p>8. Implement energy efficiency programs in city-owned transit depots.</p>             | <p>City Transit Depots Program</p>            | <p>City of San Francisco</p> | <p>City of San Francisco</p> | <p>Energy audits, LED lighting, HVAC upgrades, etc.</p>   | <p>50,000</p>                           | <p>100,000</p> |
|  | <p>City Transit Depots Program</p>            | <p>City of San Francisco</p> | <p>City of San Francisco</p> | <p>Energy audits, LED lighting, HVAC upgrades, etc.</p>   | <p>50,000</p>                           | <p>100,000</p> |
| <p>9. Implement energy efficiency programs in city-owned transit yards.</p>              | <p>City Transit Yards Program</p>             | <p>City of San Francisco</p> | <p>City of San Francisco</p> | <p>Energy audits, LED lighting, HVAC upgrades, etc.</p>   | <p>50,000</p>                           | <p>100,000</p> |
|  | <p>City Transit Yards Program</p>             | <p>City of San Francisco</p> | <p>City of San Francisco</p> | <p>Energy audits, LED lighting, HVAC upgrades, etc.</p>   | <p>50,000</p>                           | <p>100,000</p> |
| <p>10. Implement energy efficiency programs in city-owned transit maintenance shops.</p> | <p>City Transit Maintenance Shops Program</p> | <p>City of San Francisco</p> | <p>City of San Francisco</p> | <p>Energy audits, LED lighting, HVAC upgrades, etc.</p>   | <p>50,000</p>                           | <p>100,000</p> |
|  | <p>City Transit Maintenance Shops Program</p> | <p>City of San Francisco</p> | <p>City of San Francisco</p> | <p>Energy audits, LED lighting, HVAC upgrades, etc.</p>   | <p>50,000</p>                           | <p>100,000</p> |

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### Adaptation Strategies

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### Sea Level Rise Assessment Report

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- ... ..

- ... ..

- [REDACTED]

- [REDACTED]

[REDACTED] **Sea Level Rise Assessment Report** [REDACTED]

[REDACTED] **Sea Level Rise Assessment Report**, [REDACTED]

[REDACTED] **2009 California Climate Adaptation Strategy Discussion Draft** [REDACTED]

[REDACTED]



# 3.0 Comments and Coordination

---

Comments received from the public and other agencies during the scoping process are being reviewed and coordinated with the relevant agencies. The comments received are being used to inform the final report and to ensure that the project meets the needs of the community and the environment.

The project team is committed to transparency and accountability. We will provide regular updates on the progress of the project and the results of our coordination efforts. We will also hold public meetings to address any concerns and answer questions.

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On [Date], [Organization] representatives met with [Organization] representatives to discuss [Topic].

The meeting was held at [Location] and was attended by [List of Attendees]. The purpose of the meeting was to [Purpose]. The meeting was held on [Date] at [Time].

- [Topic]
- [Topic]
- [Topic]
- [Topic]
- [Topic]
- [Topic]
- [Topic]
- [Topic]

The meeting was held on [Date] at [Time] at [Location]. The meeting was held on [Date] at [Time] at [Location]. The meeting was held on [Date] at [Time] at [Location].

The meeting was held on [Date] at [Time] at [Location]. The meeting was held on [Date] at [Time] at [Location]. The meeting was held on [Date] at [Time] at [Location].

**TABLE 32**

[Organization] - [Organization] Meeting Schedule

| Date                     | Purpose   | Topics Discussed  |
|--------------------------|-----------|---|
| [Date]<br>[Organization] | [Purpose] | <ul style="list-style-type: none"> <li>• [Topic]</li> <li>• [Topic]</li> <li>• [Topic]</li> <li>• [Topic]</li> <li>• [Topic]</li> <li>• [Topic]</li> <li>• [Topic]</li> <li>• [Topic]</li> <li>• [Topic]</li> </ul> |

**TABLE 32**

TABLE 32. COMMENTS AND COORDINATION

| Date       | Purpose    | Topics Discussed   |
|------------|------------|--|
|            |            | <ul style="list-style-type: none"> <li>• [Redacted]</li> <li>• [Redacted]</li> <li>• [Redacted]</li> <li>• [Redacted]</li> <li>• [Redacted]</li> </ul>   |
| [Redacted] | [Redacted] | <ul style="list-style-type: none"> <li>• [Redacted]</li> <li>• [Redacted]</li> </ul>   |
| [Redacted] | [Redacted] | <ul style="list-style-type: none"> <li>• [Redacted]</li> <li>• [Redacted]</li> </ul>   |
| [Redacted] | [Redacted] | <ul style="list-style-type: none"> <li>• [Redacted]</li> <li>• [Redacted]</li> <li>• [Redacted]</li> <li>• [Redacted]</li> <li>• [Redacted]</li> <li>• [Redacted]</li> <li>• [Redacted]</li> <li>• [Redacted]</li> </ul> |

**TABLE 32**

TABLE 32. COMMENTS AND COORDINATION

| Date              | Purpose   | Topics Discussed   |
|-------------------|---|--|
| <p>11/15/2011</p> | <p>Review comments and coordinate responses</p> | <ul style="list-style-type: none"> <li>• Review comments received from the public and the agencies.</li> <li>• Review comments received from the public and the agencies.</li> <li>• Review comments received from the public and the agencies.</li> <li>• Review comments received from the public and the agencies.</li> </ul>   |
| <p>11/15/2011</p> | <p>Review comments and coordinate responses</p> | <ul style="list-style-type: none"> <li>• Review comments received from the public and the agencies.</li> <li>• Review comments received from the public and the agencies.</li> <li>• Review comments received from the public and the agencies.</li> </ul>   |
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| <p>11/15/2011</p> | <p>Review comments and coordinate responses</p> | <ul style="list-style-type: none"> <li>• Review comments received from the public and the agencies.</li> <li>• Review comments received from the public and the agencies.</li> </ul>   |
| <p>11/15/2011</p> | <p>Review comments and coordinate responses</p> | <ul style="list-style-type: none"> <li>• Review comments received from the public and the agencies.</li> <li>• Review comments received from the public and the agencies.</li> <li>• Review comments received from the public and the agencies.</li> <li>• Review comments received from the public and the agencies.</li> <li>• Review comments received from the public and the agencies.</li> <li>• Review comments received from the public and the agencies.</li> </ul> |
| <p>11/15/2011</p> | <p>Review comments and coordinate responses</p> | <ul style="list-style-type: none"> <li>• Review comments received from the public and the agencies.</li> <li>• Review comments received from the public and the agencies.</li> <li>• Review comments received from the public and the agencies.</li> </ul>   |
| <p>11/15/2011</p> | <p>Review comments and coordinate responses</p> | <ul style="list-style-type: none"> <li>• Review comments received from the public and the agencies.</li> <li>• Review comments received from the public and the agencies.</li> <li>• Review comments received from the public and the agencies.</li> <li>• Review comments received from the public and the agencies.</li> </ul>   |

**TABLE 32**

Table 32. Summary of Public Meetings

| Date                           | Purpose  | Topics Discussed   |
|--------------------------------|--|--|
| <p>10/12/2011<br/>10:00 AM</p> | <p>1. Review and discuss the Draft EIS/EA.<br/>2. Review and discuss the Draft Final EIS/EA.<br/>3. Review and discuss the Draft Final EIS/EA.</p> | <ul style="list-style-type: none"> <li>• Review and discuss the Draft EIS/EA.</li> <li>• Review and discuss the Draft Final EIS/EA.</li> <li>• Review and discuss the Draft Final EIS/EA.</li> <li>• Review and discuss the Draft Final EIS/EA.</li> </ul>   |
| <p>10/12/2011<br/>10:00 AM</p> | <p>1. Review and discuss the Draft EIS/EA.<br/>2. Review and discuss the Draft Final EIS/EA.<br/>3. Review and discuss the Draft Final EIS/EA.</p> | <ul style="list-style-type: none"> <li>• Review and discuss the Draft EIS/EA.</li> <li>• Review and discuss the Draft Final EIS/EA.</li> <li>• Review and discuss the Draft Final EIS/EA.</li> </ul>   |
| <p>10/12/2011<br/>10:00 AM</p> | <p>1. Review and discuss the Draft EIS/EA.<br/>2. Review and discuss the Draft Final EIS/EA.<br/>3. Review and discuss the Draft Final EIS/EA.</p> | <ul style="list-style-type: none"> <li>• Review and discuss the Draft EIS/EA.</li> <li>• Review and discuss the Draft Final EIS/EA.</li> <li>• Review and discuss the Draft Final EIS/EA.</li> </ul>   |
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## Notice of Availability of Draft Initial Study/ Environmental Assessment and Notice of Public Hearing

### WHAT'S BEING PLANNED?

The California Department of Transportation (Caltrans) has prepared this Draft Initial Study with proposed Mitigated Negative Declaration/ Environmental Assessment (IS/EA), which examines the potential environmental impacts of the proposed State Route 15 Mid-City Bus Rapid Transit Project in the City of San Diego.

Effective July 1, 2007, Caltrans assumed the United States Department of Transportation Secretary's responsibilities under NEPA pursuant to Section 6005 of SAFETEA-LU codified at 23 U.S.C. 327(a)(2)(A). Caltrans is now the lead federal agency for this undertaking.

**WHY THIS AD?** Caltrans has studied the effects the project may have on the environment. Our studies show that the project will not have a significant effect on the environment with the included mitigation measures. The IS/EA, which discusses potential project impacts, has been prepared. This notice is to inform you of the IS/EA and its availability for review and notice of a public hearing. Caltrans intends to adopt a Mitigated Negative Declaration and to issue a Finding of No Significant Impact (FONSI) for this project pending completion of the public review period that started December 30, 2010 and ends February 14, 2011. This does not mean that Caltrans' decision regarding the project is final. This document is subject to modification based on comments received by interested agencies and the public.

**ABOUT THE PUBLIC MEETING:** There will be no formal presentation. This will be an "Open Forum" hearing where you will have the opportunity to speak directly with Caltrans representatives about the project and its environmental impacts. A Certified Court Reporter will be available to take your comments for the record, or you may make them in writing if preferred. All substantive comments will be addressed in the final environmental document.

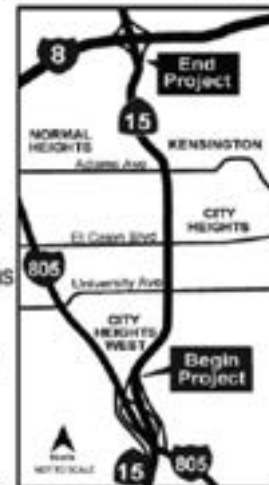
**WHAT'S AVAILABLE:** The proposed IS/EA, is available for review and copying at the Caltrans District Office located at 4050 Taylor Street, San Diego, weekdays from 8:00 a.m. to 5:00 p.m. and online at [www.dot.ca.gov/dist11](http://www.dot.ca.gov/dist11). The IS/EA document is currently in public circulation and interested members of the public may review it at the following San Diego locations: City Heights / Weingart Branch Library, 3795 Fairmont Avenue, San Diego, CA 92105 and the Kensington / Normal Heights Branch Library, 4121 Adams Avenue, San Diego, CA 92116.

**WHERE YOU COME IN:** Have the potential impacts been addressed? Do you have information that should be included? Do you agree with the findings? Your comments will become part of the public record. Please submit your comments during the public review period by February 14, 2011. If you wish to submit written comments please send them to Jamie Le Dent, Caltrans District 11, 4050 Taylor Street, MS: 242, San Diego, CA 92110.

**Public Hearing:**  
Wednesday, January 26, 2011  
5:00 p.m. to 8:00 p.m.  
Central Elementary School  
4063 Polk Avenue  
San Diego, CA 92105

Individuals who require special accommodation (American Sign or Foreign Language interpreter, accessible seating, documentation in alternative formats, etc.) are requested to contact the District 11 Public Information Office at (619) 688-6670 at least 10 days prior to the scheduled meeting date. TDD users may contact the California Relay Service TDD line at (800) 735-2929 or 711.

**CONTACT:** For more information about this project, please contact David Nagy, Chief of Environmental Analysis, Branch B, at (619) 688-0224. For general information about transportation issues, please call the Caltrans Public Information Office at (619) 688-6670.





## Aviso de Disponibilidad del Estudio Inicial del Informe/ Evaluación Ambiental y Aviso de Audiencia Pública

### ¿QUE SE ESTÁ PLANEANDO?

El Departamento de Transporte de California (Caltrans) a preparado este estudio inicial del Informe con una propuesta de Declaración Negativa Mitigada/Evaluación Ambiental (IS/EA), que examina los potenciales impactos ambientales de la propuesta State Route 15 Mid-City Bus Rapid Transit Project en la ciudad de San Diego.

En efecto el 1ro de Julio, 2007, Caltrans asumió responsabilidades de la Secretaría del Departamento de Transporte de los Estados Unidos bajo NEPA que prosigue a la sección 6005 de SAFETEA-LU codificado en 23 U.S.C. 327(a)(2)(A). Caltrans es ahora la agencia federal principal para esta tarea.

**¿PARA QUÉ ES ÉSTE ANUNCIO?** Caltrans a estudiado los efectos al medio ambiente que el proyecto pudiera tener. Nuestros estudios muestran que el proyecto no tendrá un efecto importante en el medio ambiente con las medidas de mitigación incluidas. El IS/EA, que debate los impactos potenciales del proyecto, ha sido preparado. Este aviso es para informarle del IS/EA y su disponibilidad para revisar y notificar una audiencia pública. Caltrans pretende adoptar una Declaración Negativa Mitigada y publicar un Hallazgo de Impacto No Significativo (FONSI por sus siglas en Inglés) para este proyecto en espera de su finalización de el periodo de revisión pública que empezó el 30 de Diciembre, 2010 y termina el 14 de Febrero, 2011. Esto no significa que la decisión de Caltrans con respecto al proyecto sea final. Este documento está sujeto a modificación basado en los comentarios recibidos por agencias interesadas y el público.

**ACERCA DE LA AUDIENCIA PÚBLICA:** No habrá una presentación formal. Será una audiencia "Foro Abierto" donde usted tendrá la oportunidad de hablar directamente con representantes de Caltrans sobre el proyecto y sus impactos ambientales. Un Reportero Certificado de la Corte estará disponible para tomar sus comentarios y para que queden en constancia, o los puede poner en escrito si lo prefiere. Todos los comentarios sustantivos serán mencionados en el documento ambiental final.

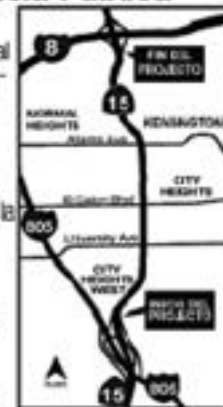
**¿QUE HAY DISPONIBLE?** El IS/EA propuesto, está disponible para ser revisado y copiado en la Oficina de Distrito de Caltrans localizada en 4050 Taylor Street, San Diego, entre semana desde las 8:00 a.m. a 5:00 p.m. y en internet en [www.dot.ca.gov/dist11](http://www.dot.ca.gov/dist11). El documento IS/EA está actualmente en circulación pública y miembros del público interesados pueden revisarlo en las siguientes localidades de San Diego: City Heights / Weingart Branch Library, 3785 Fairmont Avenue, San Diego, CA 92105 y Kensington/ Normal Heights Branch Library, 4121 Adams Avenue, San Diego, CA 92116.

**¿CÓMO PUEDES PARTICIPAR?** ¿Han sido mencionados los impactos potenciales? ¿Tiene información que debería incluirse? ¿Está de acuerdo con los resultados? Sus comentarios serán parte del registro público. Por favor entregue sus comentarios durante el periodo de revisión pública hasta el 14 de Febrero, 2011. Si desea entregar comentarios escritos por favor, mándelos a Jamie Le Dent, Caltrans District 11, 4050 Taylor Street, MS: 242, San Diego, CA 92110.

**Audiencia Pública**  
Miércoles, 26 de Enero, 2011  
5:00 p.m. a 8:00 p.m.  
Central Elementary School  
4063 Polk Avenue  
San Diego, CA 92105

Personas que requieren servicios especiales (Intérprete de Lenguaje de Señas o Foráneo, asientos accesibles, documentos en formatos alternos, etc.) deben contactar a la Oficina de Información Pública del District 11 al (619) 688-6670 por lo menos 10 días antes de la fecha de la junta. Usuarios TDD pueden llamar a la línea TDD California Relay Service al (800) 735-2929 o 711.

**INFORMACIÓN:** Para obtener más información sobre este proyecto, por favor llame a David Nagy, Chief of Environmental Analysis, Branch B, al (619) 688-0224. Para información general de asuntos de transporte, por favor llame a Caltrans Public Information Office al (619) 688-6670.



Responses to the State of California Governor's Office of Planning and Research, State Clearinghouse and Planning Unit letter, dated January 31, 2011.



STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



January 31, 2011

Jamie Le Deat  
California Department of Transportation, District 11  
4650 Taylor Street  
San Diego, CA 92110

Subject: State Route 15 Mid-City Bus Rapid Transit Project  
SCH#: 2010121075

Dear Jamie Le Deat:

The State Clearinghouse submitted the above named Joint Document to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on January 28, 2011, and the comments from the reviewing agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

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,

*Scott Morgan*  
Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

1400 10th Street, P.O. Box 3044 Sacramento, California 95833-3044  
(916) 445-0613 TDD (916) 445-0618

Response 1

[Grid of checkboxes for tracking responses]

**Document Details Report  
State Clearinghouse Data Base**

SCR# 2016121075  
 Project Title SR-15 Mid-City Bus Rapid Transit Project  
 Lead Agency Caltrans #11

Type JD Joint Document  
 Description Note: MND/EA

The project proposed to construct Bus Rapid Transit (BRT) stations and dedicated BRT lanes in Mid-City San Diego along State Route 15 between I-05 and I-9 (Portfolios R3 & R6). The proposed transit stations would be located at the local Interchanges of University Avenue, El Cajon Boulevard, and Adams Avenue.

**Lead Agency Contact**

Name Jennie Le Dert  
 Agency California Department of Transportation, District 11  
 Phone (619) 588-0187 Fax  
 email  
 Address 4050 Taylor Street  
 City San Diego State CA Zip 92110

**Project Location**

County San Diego  
 City San Diego  
 Region  
 Lat/Long  
 Cross Streets University Avenue and El Cajon Blvd  
 Parcel No.  
 Township Range Section Base

**Proximity to:**

Highways SR-15, I-5, I-805 & SR-94  
 Airports Lindbergh  
 Railways San Diego MTS  
 Waterways San Diego River & Chiles Creek  
 Schools  
 Land Use Commercial, Residential, Industrial, Parks & Mixed

**Project Issues** Aesthetic/Visual; Air Quality; Biological Resources; Drainage/Absorption; Public Services; Recreation/Parks; Traffic/Circulation; Vegetation; Water Quality; Landuse; Cumulative Effects

**Reviewing Agencies** Resources Agency; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol, Caltrans, District 11; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 9; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 12/30/2010 Start of Review 12/30/2010 End of Review 01/28/2011

Note: Errors in data fields result from insufficient information provided by lead agency.



Leonard E. Robinson  
Acting Director  
5799 Corporate Avenue  
Cypress, California 90630

Leida S. Adams  
Acting Secretary for  
Environmental Protection



Edmund G. Brown Jr.  
Governor

**Responses to the Department of Toxic Substances Control letter dated January 24, 2011.**

**Response 1**

[Redacted text block]

**Response 2**

[Redacted text block]

January 24, 2011

Ms. Jamie Le Dent  
California Department of Transportation  
4050 Taylor Street  
San Diego, California 92110

DRAFT MITIGATED NEGATIVE DECLARATION (ND) FOR STATE ROUTE 15 MID-CITY BUS RAPID TRANSIT PROJECT (SCH# 2010121075)

Dear Ms. Le Dent:

The Department of Toxic Substances Control (DTSC) has received your submitted document for the above-mentioned project. As stated in your document: "The project proposes to construct Bus Rapid Transit (BRT) stations and dedicated BRT lanes in Mid-City San Diego along State Route 15 between Interstate 805 and Interstate 8. The proposed transit stations would be located at the local interchanges of University Avenue, El Cajon Boulevard, and Adams Avenue".

Based on the review of the submitted document DTSC has the following comments:

- 1) The ND should identify and determine whether current or historic uses at the project area may have resulted in any release of hazardous wastes/substances.
- 2) The document states that the ND would identify any known or potentially contaminated sites within the proposed project area. For all identified sites, the ND should evaluate whether conditions at the site may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:
  - National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).



Ms. Jamie Le Dent  
January 25, 2011  
Page 3

**Responses to the Department of Toxic Substances Control letter dated January 24, 2011, continued.**

- 4 cont'd
- 5) Also, if the project proposes to import soil to backfill the areas excavated, proper sampling should be conducted to make sure that the imported soil is free of contamination.
- 6) Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. A study of the site overseen by the appropriate government agency might have to be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.
- 7) If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the ND should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight.
- 8) If weed abatement occurred, onsite soils may contain herbicide residue. If so, proper investigation and remedial actions, if necessary, should be conducted at the site prior to construction of the project.
- 9) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.
- 9) DTSC can provide guidance for cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see [www.dtsc.ca.gov/SiteCleanup/Brownfields](http://www.dtsc.ca.gov/SiteCleanup/Brownfields), or contact Ms. Maryam Tasniri-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

- Response 4 continued**
- Response 5**
- Response 6**
- Response 7**
- Response 8**
- Response 9**

**Responses to the Department of Toxic Substances  
Control letter dated January 24, 2011, continued.**

9 cont'd

Ms. Jamie Le Dent  
January 25, 2011  
Page 4

If you have any questions regarding this letter, please contact me at [ashami@dtsc.ca.gov](mailto:ashami@dtsc.ca.gov), or by phone at (714) 484-5472.

Sincerely,



Al Shami  
Project Manager  
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044  
[state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov)

CEQA Tracking Center  
Department of Toxic Substances Control  
Office of Environmental Planning and Analysis  
P.O. Box 806  
Sacramento, California 95812  
[ADelacr1@dtsc.ca.gov](mailto:ADelacr1@dtsc.ca.gov)

CEQA # 3121



# Responses to the Native American Heritage Commission letter dated January 10, 2011, continued.

## 1 cont'd Response 2

contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). The NAHC recommends avoidance as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy a Native American cultural resources.

Furthermore we recommend, also, that you contact the California Historic Resources Information System (CHRIS) for pertinent archaeological data within or near the APE, at (916) 445-7000 for the nearest Information Center in order to learn what archaeological fixtures may have been recorded in the APE.

Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA (42 U.S.C. 4321-4335) and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 et seq), 36 CFR Part 800.3 (f) (2) & 5, the President's Council on Environmental Quality (CSQ, 42 U.S.C. 4371 et seq, and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 Secretary of the Interiors Standards for the Treatment of Historic Properties were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation.

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

The response to this search for Native American cultural resources is conducted in the NAHC Sacred Lands Inventory, established by the California Legislature (CA Public Resources Code 5097.94(a) and is exempt from the CA Public Records Act (c.f. California Government Code 5254.10) although Native Americans on the attached contact list may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of "historic properties of religious and cultural significance" may also be protected under Section 304 of the NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibly threatened by proposed project activity.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,  
Dave Singleton, Program Analyst

Attachment: Native American Contact List

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[Redacted text]

Responses to the City of San Diego letter dated February 14, 2011.



THE CITY OF SAN DIEGO

February 14, 2011

Attn: Jamie Le Dent, Associate Planner  
Environmental Analysis, Branch B  
California Department of Transportation, District 11  
4050 Taylor Street, MS 242  
San Diego, CA 92110

Subject: CITY OF SAN DIEGO COMMENTS ON THE DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION/ ENVIRONMENTAL ASSESSMENT FOR THE STATE ROUTE 15 MID CITY BUS RAPID TRANSIT PROJECT BETWEEN INTERSTATE 805 AND INTERSTATE 8 IN THE CITY OF SAN DIEGO

The City of San Diego ("City") has received and reviewed the above referenced project and appreciates this opportunity to provide comments to the California Department of Transportation. In response to the Request for Review and Comment, the City has identified potential environmental issues that may have a significant environmental impact. Staff from the City Planning and Community Investment Department and Transportation Development and Environmental Analysis Sections of the Development Services Department have reviewed the aforementioned document and have identified impacts that have not been adequately analyzed and disclosed. The City respectfully requests that you please address the comments in the final draft of the IS/MND/EA.

City Planning and Community Investment:

1. The environmental document needs to provide an analysis of Park & Ride, Kiss & Ride and bicycle facilities for each alternative to fully address the potential to improve the usage of the proposed Mid-City Bus Rapid Transit service. The City's General Plan Mobility Element Policy ME-F.5 states that "Collaborate with regional agencies to evaluate the need for, and design of, park-and-ride spaces at transit stations base on the character of the neighborhood, community plan recommendations, and the station's role in the regional transit system." The City's

1

Response 1

[Redacted content]







Section 2.15.4 CEQA Conclusions Section states that while Caltrans has determined that, absent additional regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination; Caltrans, however, is committed to implementing measures to reduce GHG emissions. This statement appears to be in conflict with the CEQA Guidelines.

17 cont'd

Sincerely,

Cecilia Gallardo, AICP  
Assistant Deputy Director  
Development Services Department

CG: ALM

cc: Anna L. McPherson, AICP, Senior Planner, Development Services  
Department  
Aan Gonsalves, Senior Traffic Engineer, Development Services  
Department  
Tait Galloway, Senior Planner, City Planning and Community  
Investment Department

Responses to the City of San Diego letter dated  
February 14, 2011, continued.

**Response 14**

[Redacted text block]

**Response 15**

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**Response 16**

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**Response 17**

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(continued on next page)

Responses to the City of San Diego letter dated February 14, 2011, continued.

**Response 17 continued**

[Redacted text block containing multiple paragraphs of placeholder text, likely representing redacted comments and responses.]







Response to the City Heights Community Development Corporation letter dated February 14, 2011, continued.

Response 7

[Redacted text block]

7

Motorists who run red lights at these on-ramp intersections pose an extreme safety risk to vulnerable users. The observations at our walk audit made evident that this problem is very common here. We witnessed several instances where pedestrians (including teenagers) and cyclists were put in unnecessary risk. See Figure 1 below.



(Figure 1; Note the "waiting person" light and the motorist running a left on red).

Suggested solutions (5) and (6) aim to prevent red light running.

On some occasions during our walk audit, when both pedestrian and motorist had the green light, the safety, security, comfort, and convenience of the pedestrian was still jeopardized (Pruitt, 1970, Highway Capacity Manual). For instance, consider Figures 2 and 3.



(Figure 2).



**Response to the City Heights Community Development Corporation letter dated February 14, 2011, continued.**

9

The review needs to evaluate the advantages of each of the alternatives to access City-owned and Redevelopment agency-owned and other adjacent parcels for other uses that will catalyze further redevelopment and provide access to and opportunities for development of necessary parking for those purposes and to complement the transit stations.

**STATION ENVIRONMENTAL QUALITY**

The station environment is critical to attracting ridership for the success of the project. The environmental quality of the station environments is not adequately evaluated for each of the options. The conceptual designs depicted for each of the alternatives do not adequately project riders from noise, on coming traffic, inclement weather or motor vehicle particulate emissions.

**REGIONAL CONNECTIVITY**

The environmental document does not adequately evaluate the relationship of the three station options and BRT systems to adjacent BRT and interchanges at I-805, SR 94 and I-8. More specifically the current proposed update to the Regional Transportation Plan (RTP) includes funding for HOV lanes on I-15/SR 15 between I-8 and SR 94. During public hearing for this project it was stated that those HOV lanes are not necessary or desired. The funding that is proposed to be allocated to that project should be re-prioritized to those facilities necessary to make effective interchanges for the BRT system and to address the mitigations necessary to reduce to the maximum extent possible any safety conflicts between pedestrians and motor vehicle traffic and to improve the environmental quality of the station environment including noise abatement and motor vehicle exhaust impacts.

**ENVIRONMENTAL QUALITY**

The document does not adequately address the impacts of each of the alternatives on climate change and which of the alternatives can best achieve green house gas emissions (GHG) reductions.

In selecting the preferred alternative from the three alternatives identified in the document for this highly anticipated BRT project, we request that Caltrans, SANDAG, MTS, and the City of San Diego select the alternative that best achieves the objectives outlined above and identified in the Covenant on the SR 15 CenterLine and that which allows for:

- the safest option (for both vulnerable users, riders, and buses);
- the option which can best be configured to reduce to the maximum extent possible any conflicts between pedestrians and motor vehicle traffic;
- the option with the highest frequency of service;
- the most rapid option, the most comfortable option (in terms of station design, environment and bus access);
- the option which can best encourage and promote redevelopment and revitalization;
- the option that allows for the greatest connectivity for pedestrians to adjacent neighborhoods; and
- The option that best allows for the buses to connect to other rapid transit services.

Thank you for considering these comments.

Sincerely,

  
Jay Powell, Executive Director

Attachment:

-Covenant on SR-15 CenterLine

ENCLOSURE TO CHCDC COMMENTS ON ENVIRONMENTAL REVIEW OF

(continued on next page)

[Redacted text]

**Response 10**

[Redacted text]

12

[Redacted text]

13

[Redacted text]















SR-15 MID-CITY BRT PROJECT  
PUBLIC HEARING COMMENT CARD

Please use the space below to provide us your comments on the SR-15 Mid-City BRT Project.

(Please Print)

Name: Carl Luster  
Email: Carl.luster@cox.net  
Address: 5651 Meade Ave.  
San Diego, CA 92115

Comments:

This project on SR-15 should make  
freeway ~~the~~ computer buses much more  
efficient and useful. 1

Response to Public Hearing Comment Cards  
received January 26, 2011, continued.

Carl Luster Comment Card

Response 1

THANK YOU FOR YOUR INPUT!  
Reminder: The public review period ends on February 14, 2011.





**Response to Public Hearing Court Reporter  
comments January 26, 2011, continued.**

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1 Sidney called me tonight and I said, "Let's go."  
 2 All right. I'm going, because I really need  
 3 this done. I mean, I'm -- I take the Trolley and the  
 4 transit and stuff like that, and I need to get there, you  
 5 know, sometimes faster, you know, because it's hard on  
 6 me, for my disability. So I just hope and pray that it  
 7 goes through, you know, soon; that's why they called this  
 8 meeting.

9 But it's not just for me, it's for all other  
 10 disabled people and for people with children. And it  
 11 just make things a whole lot easier and stuff, you know,  
 12 and faster because I'll be taking two or three buses to  
 13 where I have to go now, you know, to doctors appointments  
 14 and stuff and it's hard. It's hard too, so...

15 So Alternative No. 1, I feel is a good  
 16 alternative. We've been coming here and working at least  
 17 with CDC, and going down to the City Council and trying  
 18 to get this project off the ground for a long time. It's  
 19 something that they had promised us to do, they started  
 20 construction on the stations and it's been like, I don't  
 21 know, two or three years, a cold spell.

22 So I guess they've been trying to get to SANDAG  
 23 and CALTRANS to kind of collaborate together to figure  
 24 out which one will be the best approach and which one  
 25 that they could -- which one they could kind of work

*Melanie  
 Acevedo  
 I cont'd*

**Response to Public Hearing Court Reporter  
comments January 26, 2011, continued.**

1 together on and be easier to develop.  
2 But I think the number alternative is, you  
3 know, is a good solution. But my concern is the time  
4 span, you know, that's a concern, but I know it takes  
5 a while to, you know, to build those sort of things and  
6 then you already got a freeway, so it's going to be a lot  
7 of other hazards. But, you know, it's up to them to  
8 design something that's, you know, safety conscientious  
9 toward the people, but other than that, I mean, it's  
10 something that is needed, you know, because a lot of  
11 people don't have transportation and to get up north and  
12 to have an express on the freeway, it's a real good idea.

*Melanie  
Acevedo  
I cont'd*

13 And then also, it cuts pollution, because you  
14 don't -- if a lot of people are using the express, you  
15 know, the express bus, then they won't be driving and  
16 then there's not a lot of pollution and smog, you see.  
17 So the fact, at that end, is something good to  
18 see. We've been working with CDC. And I work, but I  
19 work for them now part-time, but since the project  
20 started, you know, we've been involved. I've been  
21 involved since the project started. It's a good thing to  
22 see, you know, to see it come through, and at least that  
23 they're still working on it and it's back on the table.

24 So the planning is just about right, you know.  
25 Thank you.

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1 riders to these lines, and it's not going to sensitize  
 2 further development.  
 3 So those are, I guess, kind of my key issues,  
 4 that I just wanted to make sure that, you know, we put  
 5 on. And I think the thing that we want is an alternative  
 6 that will again, densitize and reduce development,  
 7 other buildings around the stations. We want the highest  
 8 frequency possible for people and we want the  
 9 interconnections.

Jay Powell  
 3 cont'd

10 I guess the other issue is, the interconnection  
 11 with the other highways and that's not sufficiently  
 12 addressed as well. So for example, how will these buses  
 13 get onto the 94? And how will they get on to interface  
 14 with the Bus Rapid Transit System with the 805? Those  
 15 are critical issues, so that people have options of  
 16 destinations.

17 And our main focus is getting people, No. 1,  
 18 most important, they feel is to get them to job centers,  
 19 get them to jobs that go to -- get downtown the most  
 20 efficient best way they can and get up to job centers to  
 21 the north and to the extent that there's job centers in  
 22 the Bay, like NASCO and that sort of thing.  
 23 So the lines, and however they design these  
 24 stations and design the lanes, they need to be looking  
 25 beyond just the two miles going through Mid-City, how

Jay Powell  
 4

Response to Public Hearing Court Reporter  
 comments January 26, 2011, continued.

Jay Powell Response 4

[Redacted text block]



**Response to Public Hearing Court Reporter  
comments January 26, 2011, continued.**

1 and right away when you talk about all the stuff about  
2 greenhouse gases and, you know, eliminating those kinds  
3 of things and trying to save fuel and what are, you know,  
4 the things where we're saving people time, if we  
5 eliminate that conflict and we make the investment into  
6 other ways for the pedestrians to get connected both  
7 across from one side of the plaza to the other, one side  
8 of university Avenue or El Cajon Boulevard to the other,  
9 and across not having to go across on-ramps and  
10 off-ramps, go over them and do it in a practical way,  
11 that's not an elevator up and then elevator down, but  
12 it's a ramp that makes it's easy for people without even  
13 using elevators to get at least from one side of the  
14 community over to that transit plaza that exists now,  
15 then you figure out how you get up and down or how you  
16 get people back and forth and across.  
17       So I mean, those, I think, are some of the  
18 thinking we've had through the years now, literally and  
19 with the working group that people sat on that we're a  
20 part of, or are a part of this whole process.  
21       And so, there's many of those people here  
22 tonight and except, you know, I think I'm going to  
23 encourage them to give comments as well.

24 Thank you.

25

*Jay Powell*  
*6 cont'd*

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1 know how the money is appropriated.

3 My name is Patrick Ambrosio. I'm a resident of  
4 4423 Fremont Street, Suite No. 23 in San Diego,  
5 California 92122.

6 I am the former project area planning for City  
7 Heights representative, that voted on the proposals that  
8 we see here tonight. And I am more in favor of  
9 subsection 4 of the 15 basically, Subsection 4 is more  
10 along the lines of what we voted for back in 2001 as an  
11 area project, project area PAC; shortened is "PAC."

12 And the PAC voted to support a project that  
13 would go along Highway 15 and would also have the stop on  
14 the highway as well, so the people would get off the stop  
15 on the main intersection on the main oasis of the highway  
16 and then continue walking up to a pedestrian area, which  
17 would be via stairs or elevators. So that's what is  
18 being presented for tonight.

19 One of the things that we also discussed at  
20 the PAC. was the fact that the funding for this was  
21 being voted upon at the time, as part of what we would  
22 like to see happen as a project.

23 One of the project mitigation proposals, was to  
24 have a pedestrian bridge crossing the Interstate 15 area  
25 at the time the project was encompassing a very larger

Patrick  
Ambrosio  
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Response to Public Hearing Court Reporter  
comments January 26, 2011, continued.

Patrick Ambrosio Response 1

. . . . .

**Response to Public Hearing Court Reporter  
comments January 26, 2011, continued.**

1 area where it is now shrunk to a much smaller area where  
2 the mitigation would no longer be in that particular  
3 finalization, which is the project here, but is now a  
4 part of highway 94 and I-15 project.

5 Now, there's still HOV lanes that are being  
6 discussed at Caltrans for the 94 and I-15 HOV lanes;  
7 however, the mitigation is still to have a pedestrian  
8 bridge that crosses between the communities of the  
9 greater Golden Hills area planning, which is in their  
10 updating Planning Committee Plan, and the City Heights  
11 has it as well, part of this, the City Heights PAC vote.

12 Now, I am one of the people that has worked  
13 tonight to discuss with the CALTRANS representatives and  
14 the City Planners to make sure that hopefully the  
15 mitigation still goes through. So that's what I wanted  
16 to make sure that was on record.

17 It's historic and at the same time, I was a  
18 part of this back in the time and that was one of the  
19 reasons I am here tonight to do follow-up, because this  
20 is one of my passions as well, to see this go and  
21 actually be a successful project, but seeing the options  
22 that are before us now, it's much different than when it  
23 was first presented back in the day.

24 Thank you

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*Patrick  
Ambrosio  
1 cont'd*

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**Response to Public Hearing Court Reporter comments January 26, 2011, continued.**

1 ANONYMOUS SPEAKER: I'm mostly concerned with  
 2 how the project has the potential to generate additional  
 3 pedestrian traffic and it hasn't been adequately  
 4 addressed in the design of the stations and which of the  
 5 stations is preferable to the stand-out that is going to  
 6 attract a lot of people doing a busy intersection,  
 7 pedestrians in particular, that is full of a lot of  
 8 children and families.

9 My other large concern, is that it doesn't have  
 10 the capacity -- well, will this project generate  
 11 additional car traffic? People coming to these stations  
 12 use the park-and-ride, so the impact are nearby  
 13 residences, residential streets, et cetera, that these  
 14 stations generate and I'm not sure that's been adequately  
 15 analyzed. So either, a pedestrian and/or car traffic  
 16 analyzed as well. There's also a potential for this  
 17 project to park -- actually, those are the things of  
 18 concern.

19 The other ones I know are not part of the  
 20 environment, that's it.

21 One of my biggest concerns here is, that the  
 22 options that allow for the greatest level of service here  
 23 are most important to us, the frequency of service is  
 24 vital, and it's vital for people to get to work and for  
 25 other people to visit and spend money in this area. So

*Anonymous Speaker #2*  
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*Anonymous Speaker #2*  
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*Anonymous Speaker #2*  
3

**Anonymous Speaker #2 Response 1**

[Redacted text]

**Anonymous Speaker #2 Response 2**

[Redacted text]



**Response to Public Hearing Court Reporter  
comments January 26, 2011, continued.**

1 connectors at the SR-94/SR-15 interchange and their  
2 replacement with right-hand branch connectors.  
3 A design that involves having two types of  
4 vehicles that travel at different speeds in the same lane  
5 is an obvious hazard. The statement that a hazard  
6 analysis has yet to be performed is alarming and frankly,  
7 almost unbelievable. The statement that this design has  
8 not been presented to the appropriate professional group  
9 and peer reviewed is also alarming. It is appropriate to  
10 inform the public; however, it is inappropriate to use a  
11 positive reaction from the public as an excuse to avoid  
12 following established procedures, peer review, and  
13 providing transparency on a large scale government  
14 sponsored engineering project.  
15 Respectfully, Robert C. Leif, Ph.D.  
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*Robert C. Leif,  
PhD  
1 cont'd*



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### San Diego Natural History Museum

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# 5.0 Distribution List

## Federal, State, and Local Elected Officials

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## Federal Agencies

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**Interested Groups and Individuals**

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City of San Diego. 2011. *Final City Heights Redevelopment Plan*. CA. <http://www.sandiego.gov/planning/heights-redevelopment-plan/>. Accessed 10/20/15.

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**Appendix A**  
**CEQA Environmental Checklist**

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|  | <input type="checkbox"/> Significant<br><input type="checkbox"/> Not Significant<br><input type="checkbox"/> No Impact | <input type="checkbox"/> Significant<br><input type="checkbox"/> Not Significant<br><input type="checkbox"/> No Impact | <input type="checkbox"/> Significant<br><input type="checkbox"/> Not Significant<br><input type="checkbox"/> No Impact | <input type="checkbox"/> Significant<br><input type="checkbox"/> Not Significant<br><input type="checkbox"/> No Impact |
|--|--|--|--|--|
|--|--|--|--|--|

Would the project result in the substantial adverse effects, including the loss of habitat, of any riparian or aquatic resources?

Significant   
  Not Significant   
  No Impact   
  Significant

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

Would the project result in a significant increase in air pollution?

Significant   
  Not Significant   
  No Impact   
  Significant

Would the project result in a significant increase in greenhouse gas emissions?

Significant   
  Not Significant   
  No Impact   
  Significant

Would the project result in a significant increase in the use of resources, including energy, water, or materials?

Significant   
  Not Significant   
  No Impact   
  Significant

Would the project result in a significant increase in the use of land?

Significant   
  Not Significant   
  No Impact   
  Significant

Would the project result in a significant increase in the use of water?

Significant   
  Not Significant   
  No Impact   
  Significant

**IV. BIOLOGICAL RESOURCES: Would the project:**

Would the project result in the substantial adverse effects, including the loss of habitat, of any riparian or aquatic resources?

Significant   
  Not Significant   
  No Impact   
  Significant

Would the project result in a significant increase in greenhouse gas emissions?

Significant   
  Not Significant   
  No Impact   
  Significant

Would the project result in a significant increase in the use of resources, including energy, water, or materials?

Significant   
  Not Significant   
  No Impact   
  Significant

Would the project result in a significant increase in the use of land?

Significant   
  Not Significant   
  No Impact   
  Significant

Would the project result in a significant increase in the use of water?

Significant   
  Not Significant   
  No Impact   
  Significant

Would the project result in a significant increase in the use of energy?

Significant   
  Not Significant   
  No Impact   
  Significant

|  | <input type="checkbox"/> Significant<br><input type="checkbox"/> Not Significant<br><input type="checkbox"/> No Impact | <input type="checkbox"/> Significant<br><input type="checkbox"/> Not Significant<br><input type="checkbox"/> No Impact | <input type="checkbox"/> Significant<br><input type="checkbox"/> Not Significant<br><input type="checkbox"/> No Impact | <input type="checkbox"/> Significant<br><input type="checkbox"/> Not Significant<br><input type="checkbox"/> No Impact |
|--|--|--|--|--|
|--|--|--|--|--|

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

|  |                          |                                     |                          |                                     |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| Would the project result in the destruction of historic buildings or structures? | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Would the project result in the destruction of historic structures or objects?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Would the project result in the destruction of historic objects?                 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| Would the project result in the destruction of historic objects?                 | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

|  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| Would the project result in the destruction of historic buildings or structures? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| Would the project result in the destruction of historic structures or objects?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Would the project result in the destruction of historic objects?                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Would the project result in the destruction of historic objects?                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Would the project result in the destruction of historic objects?                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Would the project result in the destruction of historic objects?                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Would the project result in the destruction of historic objects?                 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Would the project result in the destruction of historic objects?                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

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

|  |  |
|--|--|
| Would the project result in the destruction of historic buildings or structures? | Would the project result in the destruction of historic structures or objects? |
|--|--|



| <p><input type="checkbox"/></p>                            | <p><input type="checkbox"/> <input type="checkbox"/></p> | <p><input type="checkbox"/> <input type="checkbox"/></p> | <p><input type="checkbox"/> <input type="checkbox"/></p> | <p><input type="checkbox"/> <input type="checkbox"/></p> |
|--|--|--|--|--|
| <p>...</p>   | <input type="checkbox"/>                                 | <input type="checkbox"/>                                 | <input type="checkbox"/>                                 | <input checked="" type="checkbox"/>                      |
| <p>...</p>   | <input type="checkbox"/>                                 | <input type="checkbox"/>                                 | <input type="checkbox"/>                                 | <input checked="" type="checkbox"/>                      |
| <p>...</p>   | <input type="checkbox"/>                                 | <input type="checkbox"/>                                 | <input type="checkbox"/>                                 | <input checked="" type="checkbox"/>                      |
| <p>...</p>   | <input type="checkbox"/>                                 | <input type="checkbox"/>                                 | <input checked="" type="checkbox"/>                      | <input type="checkbox"/>                                 |
| <p>...</p>   | <input type="checkbox"/>                                 | <input type="checkbox"/>                                 | <input checked="" type="checkbox"/>                      | <input type="checkbox"/>                                 |
| <p>...</p>   | <input type="checkbox"/>                                 | <input type="checkbox"/>                                 | <input type="checkbox"/>                                 | <input checked="" type="checkbox"/>                      |
| <p>...</p>   | <input type="checkbox"/>                                 | <input type="checkbox"/>                                 | <input type="checkbox"/>                                 | <input checked="" type="checkbox"/>                      |
| <p>...</p>   | <input type="checkbox"/>                                 | <input type="checkbox"/>                                 | <input type="checkbox"/>                                 | <input checked="" type="checkbox"/>                      |
| <p>...</p>   | <input type="checkbox"/>                                 | <input type="checkbox"/>                                 | <input type="checkbox"/>                                 | <input checked="" type="checkbox"/>                      |
| <p><b>X. LAND USE AND PLANNING: Would the project:</b></p> |  |  |  |  |
| <p>...</p>   | <input type="checkbox"/>                                 | <input type="checkbox"/>                                 | <input type="checkbox"/>                                 | <input checked="" type="checkbox"/>                      |
| <p>...</p>   | <input type="checkbox"/>                                 | <input type="checkbox"/>                                 | <input type="checkbox"/>                                 | <input checked="" type="checkbox"/>                      |
| <p>...</p>   | <input type="checkbox"/>                                 | <input type="checkbox"/>                                 | <input type="checkbox"/>                                 | <input checked="" type="checkbox"/>                      |
| <p><b>XI. MINERAL RESOURCES: Would the project:</b></p>    |  |  |  |  |
| <p>...</p>   | <input type="checkbox"/>                                 | <input type="checkbox"/>                                 | <input type="checkbox"/>                                 | <input checked="" type="checkbox"/>                      |

|  | ENVIRONMENTAL IMPACTS |                 | CUMULATIVE IMPACTS |                 |
|--|-----------------------|-----------------|--------------------|-----------------|
|  | Significant           | Not Significant | Significant        | Not Significant |

Significant environmental impacts, including cumulative impacts, are expected to occur from the proposed project.  Significant environmental impacts, including cumulative impacts, are not expected to occur from the proposed project.  Significant cumulative impacts are not expected to occur from the proposed project.  Significant cumulative impacts are expected to occur from the proposed project.

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

Significant noise impacts from the proposed project.  Significant noise impacts are not expected from the proposed project.  Significant cumulative noise impacts are not expected from the proposed project.  Significant cumulative noise impacts are expected from the proposed project.

Significant noise impacts from the proposed project.  Significant noise impacts are not expected from the proposed project.  Significant cumulative noise impacts are not expected from the proposed project.  Significant cumulative noise impacts are expected from the proposed project.

Significant noise impacts from the proposed project.  Significant noise impacts are not expected from the proposed project.  Significant cumulative noise impacts are not expected from the proposed project.  Significant cumulative noise impacts are expected from the proposed project.

Significant noise impacts from the proposed project.  Significant noise impacts are not expected from the proposed project.  Significant cumulative noise impacts are not expected from the proposed project.  Significant cumulative noise impacts are expected from the proposed project.

Significant noise impacts from the proposed project.  Significant noise impacts are not expected from the proposed project.  Significant cumulative noise impacts are not expected from the proposed project.  Significant cumulative noise impacts are expected from the proposed project.

Significant noise impacts from the proposed project.  Significant noise impacts are not expected from the proposed project.  Significant cumulative noise impacts are not expected from the proposed project.  Significant cumulative noise impacts are expected from the proposed project.

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

Result in the construction of housing units.  Result in the construction of housing units.  Result in the construction of housing units.  Result in the construction of housing units.

Result in the construction of housing units.  Result in the construction of housing units.  Result in the construction of housing units.  Result in the construction of housing units.

Result in the construction of housing units.  Result in the construction of housing units.  Result in the construction of housing units.  Result in the construction of housing units.

**XIV. PUBLIC SERVICES:**

Result in the construction of housing units.  Result in the construction of housing units.  Result in the construction of housing units.  Result in the construction of housing units.

Result in the construction of housing units.  Result in the construction of housing units.  Result in the construction of housing units.  Result in the construction of housing units.

Result in the construction of housing units.  Result in the construction of housing units.  Result in the construction of housing units.  Result in the construction of housing units.

|  |  | ENVIRONMENTAL EFFECTS |                 |                 |                 |
|--|--|-----------------------|-----------------|-----------------|-----------------|
|  |  | ADVERSE EFFECTS       | ADVERSE EFFECTS | ADVERSE EFFECTS | ADVERSE EFFECTS |

|                          |                 |                          |                          |                          |                                     |
|--------------------------|-----------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | ADVERSE EFFECTS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | ADVERSE EFFECTS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | ADVERSE EFFECTS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**XV. RECREATION:**

|                          |                 |                          |                          |                          |                                     |
|--------------------------|-----------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | ADVERSE EFFECTS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | ADVERSE EFFECTS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**XVI. TRANSPORTATION/TRAFFIC: Would the project:**

|                          |                 |                          |                          |                          |                                     |
|--------------------------|-----------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | ADVERSE EFFECTS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | ADVERSE EFFECTS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | ADVERSE EFFECTS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | ADVERSE EFFECTS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | ADVERSE EFFECTS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | ADVERSE EFFECTS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

|                          |                 |                          |                          |                          |                                     |
|--------------------------|-----------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | ADVERSE EFFECTS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|-----------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

|  | <input type="checkbox"/> Significant<br><input type="checkbox"/> Not Significant<br><input type="checkbox"/> No Information | <input type="checkbox"/> Significant<br><input type="checkbox"/> Not Significant<br><input type="checkbox"/> No Information | <input type="checkbox"/> Significant<br><input type="checkbox"/> Not Significant<br><input type="checkbox"/> No Information | <input type="checkbox"/> Significant<br><input type="checkbox"/> Not Significant<br><input type="checkbox"/> No Information |
|--|---|---|---|---|
| The project will not result in the construction of any new buildings, structures, or other improvements, and will not require the construction of any new roads, bridges, or other infrastructure. | <input type="checkbox"/>  | <input type="checkbox"/>  | <input type="checkbox"/>  | <input checked="" type="checkbox"/>   |
| The project will not result in the construction of any new buildings, structures, or other improvements, and will not require the construction of any new roads, bridges, or other infrastructure. | <input type="checkbox"/>  | <input type="checkbox"/>  | <input checked="" type="checkbox"/>   | <input type="checkbox"/>  |
| The project will not result in the construction of any new buildings, structures, or other improvements, and will not require the construction of any new roads, bridges, or other infrastructure. | <input type="checkbox"/>  | <input type="checkbox"/>  | <input type="checkbox"/>  | <input checked="" type="checkbox"/>   |
| The project will not result in the construction of any new buildings, structures, or other improvements, and will not require the construction of any new roads, bridges, or other infrastructure. | <input type="checkbox"/>  | <input type="checkbox"/>  | <input type="checkbox"/>  | <input checked="" type="checkbox"/>   |
| The project will not result in the construction of any new buildings, structures, or other improvements, and will not require the construction of any new roads, bridges, or other infrastructure. | <input type="checkbox"/>  | <input type="checkbox"/>  | <input type="checkbox"/>  | <input checked="" type="checkbox"/>   |
| The project will not result in the construction of any new buildings, structures, or other improvements, and will not require the construction of any new roads, bridges, or other infrastructure. | <input type="checkbox"/>  | <input type="checkbox"/>  | <input type="checkbox"/>  | <input checked="" type="checkbox"/>   |

**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

|  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| The project will not result in the construction of any new buildings, structures, or other improvements, and will not require the construction of any new roads, bridges, or other infrastructure. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| The project will not result in the construction of any new buildings, structures, or other improvements, and will not require the construction of any new roads, bridges, or other infrastructure. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| The project will not result in the construction of any new buildings, structures, or other improvements, and will not require the construction of any new roads, bridges, or other infrastructure. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Appendix B**  
**Resources Evaluated Relative to the Requirements**  
**of Section 4(f)**

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# Appendix B: Resources Evaluated Relative to the Requirements of Section 4(f)

---

## 1.0 Introduction

Appendix B provides information on the resources that are available to meet the requirements of Section 4(f) of the Federal Highway Act of 1956, as amended. The information is presented in a tabular format that lists the resources, their location, and the amount of resources available. The resources are listed in the following order: (1) Federal resources, (2) State resources, (3) Local resources, and (4) Other resources.

The information in Appendix B is based on the most current information available to the Department of Transportation. It is intended to provide a general overview of the resources available and is not intended to be a comprehensive list of all resources. The information is presented in a tabular format that lists the resources, their location, and the amount of resources available.

The information in Appendix B is based on the most current information available to the Department of Transportation. It is intended to provide a general overview of the resources available and is not intended to be a comprehensive list of all resources. The information is presented in a tabular format that lists the resources, their location, and the amount of resources available.

Appendix B provides information on the resources that are available to meet the requirements of Section 4(f) of the Federal Highway Act of 1956, as amended.

The information in Appendix B is based on the most current information available to the Department of Transportation. It is intended to provide a general overview of the resources available and is not intended to be a comprehensive list of all resources.

The information in Appendix B is based on the most current information available to the Department of Transportation. It is intended to provide a general overview of the resources available and is not intended to be a comprehensive list of all resources. The information is presented in a tabular format that lists the resources, their location, and the amount of resources available.

Appendix B provides information on the resources that are available to meet the requirements of Section 4(f) of the Federal Highway Act of 1956, as amended. The information is presented in a tabular format that lists the resources, their location, and the amount of resources available.

The information in Appendix B is based on the most current information available to the Department of Transportation. It is intended to provide a general overview of the resources available and is not intended to be a comprehensive list of all resources.

Appendix B provides information on the resources that are available to meet the requirements of Section 4(f) of the Federal Highway Act of 1956, as amended.

The information in Appendix B is based on the most current information available to the Department of Transportation.

Appendix B provides information on the resources that are available to meet the requirements of Section 4(f) of the Federal Highway Act of 1956, as amended.







... ..

### 3.1 Resources Not Protected by Section 4(f)

... ..

**1. Public Open Space south of Park de la Cruz** ... ..

**2. Public Open Space** ... ..

**3. Arroyo Paseo Charter School** ... ..

**4. Central Elementary School** ... ..

**5. McKinley Elementary School** ... ..

... ..

**6. Normal Heights Elementary School** ... ..

**7. Our Lady of the Sacred Heart School** ... ..

**8. San Diego Regional Bicycle Network** ... ..

### 3.2 Section 4(f) Resources with Temporary Construction Easement

... ..

### 3.3 Section 4(f) Resources Evaluated for Proximity Impacts

... ..

... ..

#### Community Parks

**9. Adams Avenue Park/ Adams Recreation Center** ... ..



... ..

... ..

**13. City Heights Mini Park –** ... ..

*Proximity Impacts Analysis* ... ..

**14. Kensington Park** ... ..

*Proximity Impacts Analysis* ... ..

**15. Montclair Neighborhood Park –** ... ..

*Proximity Impacts Analysis* The proximity impacts analysis for the proposed project is based on the proximity of the project to the following resources: [Redacted text]

**16. Teralta Park** The proximity impacts analysis for Teralta Park is based on the proximity of the project to the following resources: [Redacted text]

*Proximity Impacts Analysis* The proximity impacts analysis for the proposed project is based on the proximity of the project to the following resources: [Redacted text]

**17. Ward Canyon Neighborhood Park** The proximity impacts analysis for Ward Canyon Neighborhood Park is based on the proximity of the project to the following resources: [Redacted text]

*Proximity Impacts Analysis* The proximity impacts analysis for the proposed project is based on the proximity of the project to the following resources: [Redacted text]

**Public Open Space**

**18. Lexington-Manzanita Canyon –** [Redacted text]

Proximity Impacts Analysis

Proximity Impacts Analysis

**19. Normal Heights Open Space (Eugene Place)**

Proximity Impacts Analysis

**20. Publicly Owned Open Space (4578 Van Dyke Avenue)**

Proximity Impacts Analysis

**21. Publicly Owned Open Space (east end of Hastings Ave) –**

Publicly Owned Open Space (San Diego River east of I-15) –

*Proximity Impacts Analysis* This analysis evaluates the potential impacts of the proposed project on the San Diego River east of I-15. The project is located in an area with existing public open space. The analysis considers the proximity of the project to the river and the potential for impacts on the river's flow, water quality, and riparian habitat. The project is located approximately 100 feet from the river. The analysis concludes that the project will have minimal impacts on the river and its habitat.

**22. Publicly Owned Open Space (San Diego River east of I-15) –**

This section describes the publicly owned open space located east of I-15. The area is currently undeveloped and contains riparian habitat. The project is located adjacent to this area. The analysis evaluates the potential for impacts on the open space and the riparian habitat.

*Proximity Impacts Analysis* This analysis evaluates the potential impacts of the proposed project on the publicly owned open space east of I-15. The project is located adjacent to the open space. The analysis considers the proximity of the project to the open space and the potential for impacts on the open space's vegetation and wildlife habitat. The project is located approximately 50 feet from the open space. The analysis concludes that the project will have minimal impacts on the open space and its habitat.

**23. Publicly Owned Open Space (southeast of SR-15/I-8) –**

This section describes the publicly owned open space located southeast of SR-15/I-8. The area is currently undeveloped and contains riparian habitat. The project is located adjacent to this area. The analysis evaluates the potential for impacts on the open space and the riparian habitat.

*Proximity Impacts Analysis* This analysis evaluates the potential impacts of the proposed project on the publicly owned open space southeast of SR-15/I-8. The project is located adjacent to the open space. The analysis considers the proximity of the project to the open space and the potential for impacts on the open space's vegetation and wildlife habitat. The project is located approximately 100 feet from the open space. The analysis concludes that the project will have minimal impacts on the open space and its habitat.

**24. Publicly Owned Open Space (Terrace Drive north of Adams Ave)**

This section describes the publicly owned open space located north of Adams Ave. The area is currently undeveloped and contains riparian habitat. The project is located adjacent to this area. The analysis evaluates the potential for impacts on the open space and the riparian habitat.

Proximity Impacts Analysis

Proximity Impacts Analysis

**Schools**

**25. Adams Elementary School**

Proximity Impacts Analysis

**26. Cherokee Point Elementary School –**

Proximity Impacts Analysis

**27. Edison Elementary School**



\_\_\_\_\_.

### 31. Wilson Middle School

\_\_\_\_\_.

#### *Proximity Impacts Analysis*

\_\_\_\_\_.

## 3.4 References

\_\_\_\_\_.

\_\_\_\_\_.

\_\_\_\_\_.

\_\_\_\_\_.

\_\_\_\_\_.

\_\_\_\_\_.

\_\_\_\_\_.

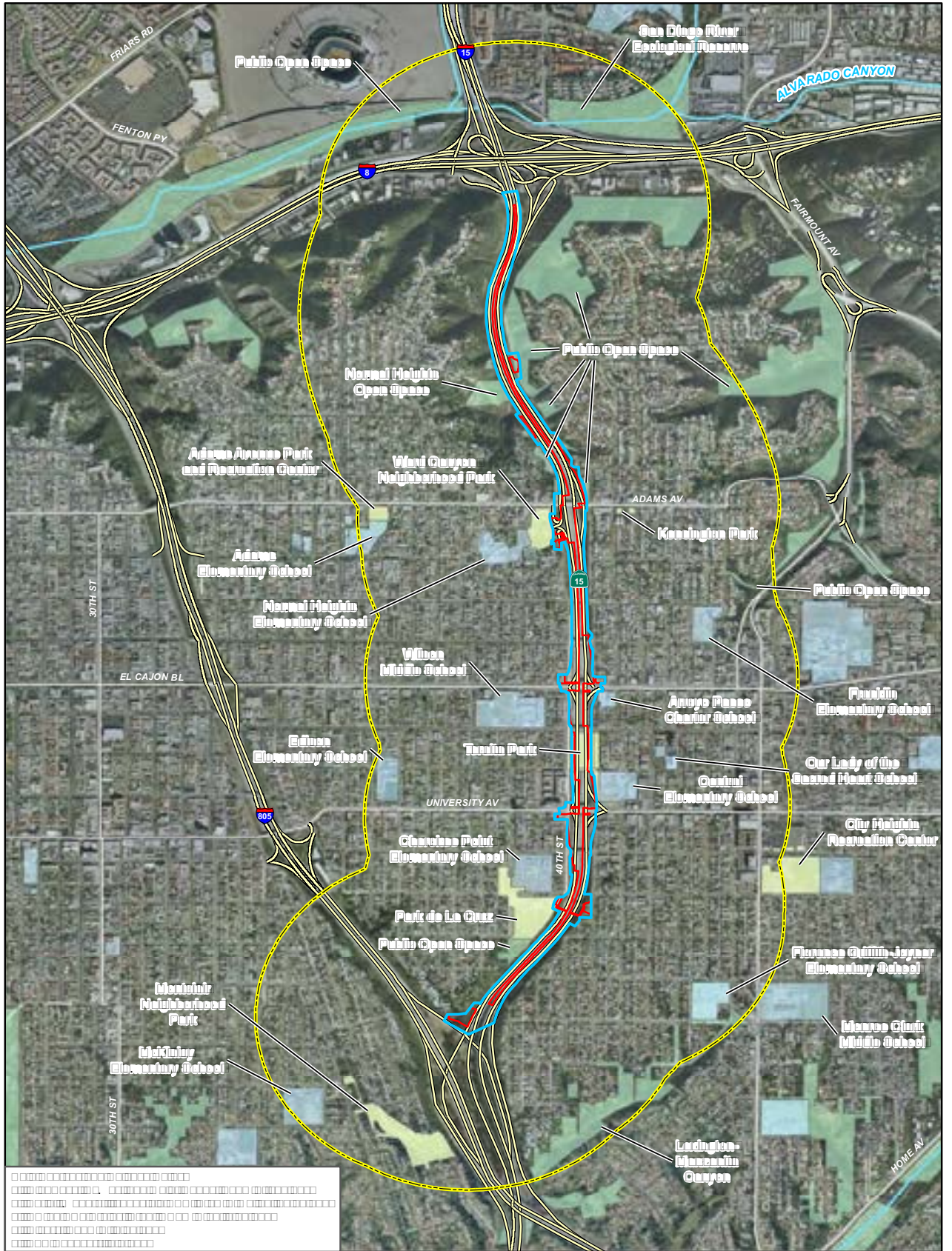
\_\_\_\_\_.

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FI RE B-1  
 Section 4(f) Overview  
 SR-15 Mid-City BRT



**FIGURE B-2**  
**Section 4(f)**  
**Park de la Cruz Focus Map**  
 San Diego, California

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## **Appendix C**

### **Title VI Policy Statement**

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**DEPARTMENT OF TRANSPORTATION**  
OFFICE OF THE DIRECTOR  
1120 N STREET  
P. O. BOX 942873  
SACRAMENTO, CA 94273-0001  
PHONE (916) 654-5266  
FAX (916) 654-6608  
TTY (916) 653-4086



*Flex your power!  
Be energy efficient!*

August 25, 2009

## TITLE VI POLICY STATEMENT

The California State Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

A handwritten signature in blue ink that reads "Randell H. Iwasaki".

LANDELL H. IWASAKI  
Director

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## **Appendix D**

# **Air Quality Conformity Concurrence**

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U.S. Department  
of Transportation  
**Federal Highway  
Administration**

California Division

May 27, 2011

650 Capitol Mall, Suite 4-100  
Sacramento, CA 95814  
(916) 498-5001

In Reply Refer To:  
HDA-CA  
EA: 2T1300

Ms. Laurie Berman, District Director  
California Department of Transportation  
District 11  
4050 Taylor Street, M.S. 242  
San Diego, CA 92110

Attention: Mr. David L. Nagy  
Environmental Analysis Branch B Chief

Dear Mr. Nagy:

SUBJECT: FHWA Project Level Conformity Determination for the SR-15 Mid-City Bus  
Rapid Transit Project

On April 28, 2011, the California Department of Transportation (Caltrans) submitted to the Federal Highway Administration (FHWA) a request for a project level conformity determination for the SR-15 Mid-City Bus Rapid Transit Project in San Diego County. The project is in an area that is designated Nonattainment for Ozone and Maintenance for Carbon Monoxide (CO).

The project level conformity analysis submitted by Caltrans indicates that the transportation conformity requirements of 40 C.F.R. Part 93 have been met. The project is included in the San Diego Association of Governments (SANDAG) *2030 Regional Transportation Plan (RTP)* and the *2010 Regional Transportation Improvement Program (RTIP)*. The latest conformity determinations for the RTP and RTIP were approved by FHWA and the Federal Transit Administration (FTA) on December 14, 2010. The design concept and scope of the preferred alternative have not changed significantly from those assumed in the regional emissions analysis.

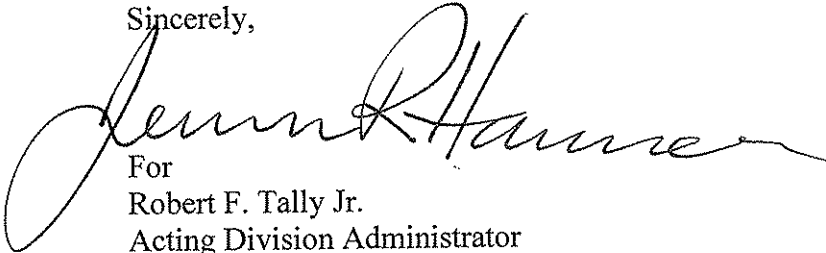
As required by 40 C.F.R. 93.116 and 93.123, the localized CO analysis are included in the documentation. The CO hotspot analysis was conducted using the *Transportation Project-Level Carbon Monoxide Protocol*. The analysis demonstrates that the project will not create any new violation of the standards or increase the severity or number of existing violations.

Based on the information provided, FHWA finds that the Conformity Determination for the SR-15 Mid-City Bus Rapid Transit Project in San Diego County conforms to the State Implementation Plan (SIP) in accordance with 40 C.F.R. Part 93.



If you have any questions pertaining to this conformity finding, please contact Stew Sonnenberg, FHWA Air Quality Specialist, at (916) 498-5889 or by email at [Stew.Sonnenberg@dot.gov](mailto:Stew.Sonnenberg@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Robert F. Tally Jr.", written in a cursive style. The signature is positioned to the right of the typed name and title.

For  
Robert F. Tally Jr.  
Acting Division Administrator

## **Appendix E**

# **Minimization and/or Mitigation Summary**

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| Task and Brief Description                                  | Responsible Branch/Staff              | Timing/Phase                     | Action Taken to Comply with Task | Task Completed                  |                                 | Remarks                     | Environmental Compliance        |                                 |
|---|---------------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|-----------------------------|---------------------------------|---------------------------------|
|   |                                       |                                  |                                  | <input type="checkbox"/>        | <input type="checkbox"/>        |                             | <input type="checkbox"/>        | <input type="checkbox"/>        |
| <p>1. [Detailed description of task 1]</p>                  | <p>[Staff responsible for task 1]</p> | <p>[Timing/Phase for task 1]</p> | <p>[Action taken for task 1]</p> | <p><input type="checkbox"/></p> | <p><input type="checkbox"/></p> | <p>[Remarks for task 1]</p> | <p><input type="checkbox"/></p> | <p><input type="checkbox"/></p> |
| <p>2. [Detailed description of task 2]</p>                  | <p>[Staff responsible for task 2]</p> | <p>[Timing/Phase for task 2]</p> | <p>[Action taken for task 2]</p> | <p><input type="checkbox"/></p> | <p><input type="checkbox"/></p> | <p>[Remarks for task 2]</p> | <p><input type="checkbox"/></p> | <p><input type="checkbox"/></p> |
| <p>3. [Detailed description of task 3]</p>                  | <p>[Staff responsible for task 3]</p> | <p>[Timing/Phase for task 3]</p> | <p>[Action taken for task 3]</p> | <p><input type="checkbox"/></p> | <p><input type="checkbox"/></p> | <p>[Remarks for task 3]</p> | <p><input type="checkbox"/></p> | <p><input type="checkbox"/></p> |
| <p>4. [Detailed description of task 4]</p>                  | <p>[Staff responsible for task 4]</p> | <p>[Timing/Phase for task 4]</p> | <p>[Action taken for task 4]</p> | <p><input type="checkbox"/></p> | <p><input type="checkbox"/></p> | <p>[Remarks for task 4]</p> | <p><input type="checkbox"/></p> | <p><input type="checkbox"/></p> |
| <b>Visual/Aesthetics</b>                                    |                                       |                                  |                                  |                                 |                                 |                             |                                 |                                 |
| <p>• [Detailed description of visual/aesthetics task 1]</p> | <p>[Staff responsible for task 1]</p> | <p>[Timing/Phase for task 1]</p> | <p>[Action taken for task 1]</p> | <p><input type="checkbox"/></p> | <p><input type="checkbox"/></p> | <p>[Remarks for task 1]</p> | <p><input type="checkbox"/></p> | <p><input type="checkbox"/></p> |
| <p>• [Detailed description of visual/aesthetics task 2]</p> | <p>[Staff responsible for task 2]</p> | <p>[Timing/Phase for task 2]</p> | <p>[Action taken for task 2]</p> | <p><input type="checkbox"/></p> | <p><input type="checkbox"/></p> | <p>[Remarks for task 2]</p> | <p><input type="checkbox"/></p> | <p><input type="checkbox"/></p> |

| Task and Brief Description   | Responsible Branch/Staff   | Timing/Phase   | Action Taken to Comply with Task                                     | Task Completed   |  | Remarks  | Environmental Compliance   |  |
|--|--|--|--|--|--|--|--|--|
| <ul style="list-style-type: none"> <li>• [Placeholder text]</li> <li>• [Placeholder text]</li> </ul> | <ul style="list-style-type: none"> <li>[Placeholder text]</li> </ul> | <ul style="list-style-type: none"> <li>[Placeholder text]</li> </ul> | <ul style="list-style-type: none"> <li>[Placeholder text]</li> </ul> | <ul style="list-style-type: none"> <li>[Placeholder text]</li> </ul> | <ul style="list-style-type: none"> <li>[Placeholder text]</li> </ul> | <ul style="list-style-type: none"> <li>[Placeholder text]</li> </ul> | <ul style="list-style-type: none"> <li>[Placeholder text]</li> </ul> | <ul style="list-style-type: none"> <li>[Placeholder text]</li> </ul> |
| <b>Water Quality and Storm Water Runoff</b>  |  |  |  |  |  |  |  |  |
| <ul style="list-style-type: none"> <li>[Placeholder text]</li> </ul>                                 | <ul style="list-style-type: none"> <li>[Placeholder text]</li> </ul> | <ul style="list-style-type: none"> <li>[Placeholder text]</li> </ul> | <ul style="list-style-type: none"> <li>[Placeholder text]</li> </ul> | <ul style="list-style-type: none"> <li>[Placeholder text]</li> </ul> | <ul style="list-style-type: none"> <li>[Placeholder text]</li> </ul> | <ul style="list-style-type: none"> <li>[Placeholder text]</li> </ul> | <ul style="list-style-type: none"> <li>[Placeholder text]</li> </ul> | <ul style="list-style-type: none"> <li>[Placeholder text]</li> </ul> |
| <ul style="list-style-type: none"> <li>[Placeholder text]</li> </ul>                                 | <ul style="list-style-type: none"> <li>[Placeholder text]</li> </ul> | <ul style="list-style-type: none"> <li>[Placeholder text]</li> </ul> | <ul style="list-style-type: none"> <li>[Placeholder text]</li> </ul> | <ul style="list-style-type: none"> <li>[Placeholder text]</li> </ul> | <ul style="list-style-type: none"> <li>[Placeholder text]</li> </ul> | <ul style="list-style-type: none"> <li>[Placeholder text]</li> </ul> | <ul style="list-style-type: none"> <li>[Placeholder text]</li> </ul> | <ul style="list-style-type: none"> <li>[Placeholder text]</li> </ul> |



APPENDIX E: MINIMIZATION AND/OR MITIGATION SUMMARY

| Task and Brief Description   | Responsible Branch/Staff | Timing/Phase  | Action Taken to Comply with Task | Task Completed |  | Remarks | Environmental Compliance |  |
|--|--------------------------|---|----------------------------------|----------------|--|---------|--------------------------|--|
|  |                          |   |                                  |                |  |         |                          |  |
| <p>Construction activities shall be limited to the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday, and 8:00 a.m. to 4:00 p.m. on Saturdays. Construction activities shall not be conducted on Sundays or public holidays. Construction activities shall be limited to the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday, and 8:00 a.m. to 4:00 p.m. on Saturdays. Construction activities shall not be conducted on Sundays or public holidays.</p> |                          | <p>Construction activities shall be limited to the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday, and 8:00 a.m. to 4:00 p.m. on Saturdays. Construction activities shall not be conducted on Sundays or public holidays.</p> |                                  |                |  |         |                          |  |
| <p>Construction activities shall be limited to the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday, and 8:00 a.m. to 4:00 p.m. on Saturdays. Construction activities shall not be conducted on Sundays or public holidays.</p>  |                          | <p>Construction activities shall be limited to the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday, and 8:00 a.m. to 4:00 p.m. on Saturdays. Construction activities shall not be conducted on Sundays or public holidays.</p> |                                  |                |  |         |                          |  |
| <b>Hazardous Waste/Materials</b>   |                          |   |                                  |                |  |         |                          |  |
| <p>Construction activities shall be limited to the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday, and 8:00 a.m. to 4:00 p.m. on Saturdays. Construction activities shall not be conducted on Sundays or public holidays.</p>  |                          | <p>Construction activities shall be limited to the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday, and 8:00 a.m. to 4:00 p.m. on Saturdays. Construction activities shall not be conducted on Sundays or public holidays.</p> |                                  |                |  |         |                          |  |
| <p>Construction activities shall be limited to the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday, and 8:00 a.m. to 4:00 p.m. on Saturdays. Construction activities shall not be conducted on Sundays or public holidays.</p>  |                          | <p>Construction activities shall be limited to the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday, and 8:00 a.m. to 4:00 p.m. on Saturdays. Construction activities shall not be conducted on Sundays or public holidays.</p> |                                  |                |  |         |                          |  |



| Task and Brief Description   | Responsible Branch/Staff                     | Timing/Phase                              | Action Taken to Comply with Task | Task Completed | Remarks       | Environmental Compliance |
|--|--|---|----------------------------------|----------------|---------------|--------------------------|
| <b>Natural Communities</b>   |  |   |                                  |                |               |                          |
| <p>1. Identify and map all natural communities within the project area, including riparian areas, wetlands, and other sensitive habitats. This includes reviewing existing maps, conducting field surveys, and consulting with relevant agencies.</p> <p>2. Assess the potential impacts of project activities on these natural communities, including direct impacts from construction and indirect impacts from increased runoff and sedimentation.</p> <p>3. Develop and implement avoidance, minimization, and mitigation measures to protect and enhance natural communities. This may include rerouting of roads, installation of erosion control measures, and riparian zone revegetation.</p> <p>4. Monitor the health and integrity of natural communities throughout the project lifecycle, with a focus on riparian areas and wetlands. Adjust mitigation measures as needed based on monitoring results.</p> | <p>Environmental Services Branch, [Name]</p> | <p>Phase 1: Planning and Design</p>       | <p>1. [ ]</p>                    | <p>1. [ ]</p>  | <p>1. [ ]</p> | <p>1. [ ]</p>            |
| <p>5. Implement riparian zone revegetation and erosion control measures to stabilize banks and improve habitat quality. This includes planting native vegetation and installing erosion control structures.</p> <p>6. Conduct regular maintenance of riparian areas and wetlands to ensure their long-term health and functionality. This includes removing debris, monitoring water levels, and controlling invasive species.</p>   | <p>Environmental Services Branch, [Name]</p> | <p>Phase 2: Construction</p>              | <p>1. [ ]</p>                    | <p>1. [ ]</p>  | <p>1. [ ]</p> | <p>1. [ ]</p>            |
| <p>7. Monitor and report on the effectiveness of mitigation measures and the overall health of natural communities. This includes conducting regular site inspections and submitting progress reports to the relevant agencies.</p> <p>8. Provide ongoing education and outreach to project staff and the public regarding the importance of natural communities and the need for protection and mitigation.</p>   | <p>Environmental Services Branch, [Name]</p> | <p>Phase 3: Operation and Maintenance</p> | <p>1. [ ]</p>                    | <p>1. [ ]</p>  | <p>1. [ ]</p> | <p>1. [ ]</p>            |





| Task and Brief Description   | Responsible Branch/Staff               | Timing/Phase               | Action Taken to Comply with Task   | Task Completed   | Remarks   | Environmental Compliance   |
|--|--|----------------------------|------------------------------------|------------------|-----------|----------------------------|
| <b>Invasive Species</b><br>[Detailed description of Invasive Species mitigation tasks, including monitoring, control, and reporting procedures.] | [Responsible staff/branch information] | [Timing/Phase information] | [Action Taken to Comply with Task] | [Task Completed] | [Remarks] | [Environmental Compliance] |

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## **Appendix F**

### **List of Abbreviated Terms**

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## **Appendix G**

### **List of Technical Studies**

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