5.0 SECTION 4(F) EVALUATION

5.1 Introduction

The San Diego Association of Governments (SANDAG) will seek federal transit-funding grants and discretionary approvals for the Mid-Coast Corridor Transit Project through the U.S. Department of Transportation (USDOT) and the Federal Transit Administration (FTA); therefore, a determination of compliance with Section 4(f) by the FTA is required. Section 4(f), as amended, of the USDOT Act of 1966 (United States Code 1983) protects public parklands and recreational lands, wildlife refuges, and historic sites of national, state, or local significance, commonly referred to as Section 4(f) properties or resources. Federal regulations that implement Section 4(f) are found in 23 Code of Federal Regulations [CFR] 774.

The FTA may not approve the use of a Section 4(f) property as defined in 23 CFR 774.17 unless the FTA determines the following:

- There is no prudent and feasible alternative to the use of land from the property,
- The program or project includes all possible planning to minimize harm to the property resulting from the use, or
- The administration determines that the use of the property, including any measures to minimize harm committed by the applicant, will have a de minimis impact, as defined in Section 774.17 on the property.

This Section 4(f) evaluation describes whether and how the project would use Section 4(f) resources. The analysis identified strategies that would avoid, minimize, and/or mitigate impacts on or—in the case where avoidance is not possible and the use is not de minimis (as described below in Section 5.2)—minimize the use of Section 4(f) resources. For such resources, a brief description of the resource and an overview of the Section 4(f) use, if any, is provided, which is followed by a description of avoidance alternatives (where there would be a direct use) and measures to minimize and mitigate any harm.

The Section 4(f) evaluation that was released with the Mid-Coast Corridor Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report (Metropolitan Transit Development Board, 1995a) in 1995 identified a use of Section 4(f) resources as a result of the need to acquire right-of-way from the Weiss/Mandell-Eastgate City Park. The Section 4(f) evaluation in the Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) identified that the project would not require right-of-way from the Weiss/Mandell-Eastgate City Park. Therefore, there would be no use of this Section 4(f) resource.

The Section 4(f) evaluation in the SEIS/SEIR determined that the project would have a de minimis direct use of Marian Bear Memorial Park, a Section 4(f) protected resource, and a temporary occupancy of three Section 4(f) resources during construction: Marian Bear Memorial Park, the Ocean Beach Bicycle Path, and Mission Valley Preserve Open Space. These temporary occupancies were stated to be minor and that they would qualify for an exemption under Section 774.13. As these Section 4(f) resources are
under the purview of the City of San Diego, the city provided preliminary concurrence on the Section 4(f) determinations in the Draft SEIS/SEIR. This Final SEIS/SEIR documents the city’s final concurrence on the Section 4(f) findings and determinations.

5.1.1 Public Review and Comment

During the Draft SEIS/SEIR comment period, several comments were received regarding Section 4(f) resources under the purview of the City of San Diego Park and Recreation Department, including Mission Valley Preserve, Marian Bear Memorial Park, and Rose Canyon Open Space Park. One comment entry was received regarding the use of Section 4(f) resources under the purview of the City of San Diego Transportation and Storm Water Department (i.e., the Ocean Beach Bicycle Path). All comments and responses related the Draft SEIS/SEIR, including those related to Section 4(f) resources, are contained in the Mid-Coast Corridor Transit Project Final SEIS/SEIR Volume 3: Comments and Responses.

Comments were received from individuals, organizations, and agencies, including the Friends of Rose Creek, the Friends of Rose Canyon, the San Diego River Park Foundation, the Marian Bear Natural Park Recreation Council, the University Community Planning Group, City of San Diego Councilmember Sherri Lightner, and the California Department of Fish and Wildlife.

5.1.1.1 Mission Valley Preserve

One comment submission, a letter from the San Diego River Park Foundation, included comments related to the Mission Valley Preserve. The comments related to this resource concerned the following:

- Visual impacts related to the addition of a bridge over the San Diego River
- Noise and vibration impacts and mitigation within the preserve
- The presence of sensitive species and the function of the river as an urban wildlife corridor, and the corresponding importance of mitigating impacts to the river at nearby locations
- Temporary and permanent impacts to City of San Diego dedicated parkland, as well as proposed mitigation

The SEIS/SEIR and supporting technical studies document the evaluation of each of these topics. The comments do not raise any new issues that would affect the conclusion presented in this Final Section 4(f) Analysis regarding the temporary occupancy of the Mission Valley Preserve. As noted above, specific responses to each comment in this letter are presented in the Final SEIS/SEIR: Volume 3.

5.1.1.2 Marian Bear Memorial Park and Rose Canyon Open Space Park

The remaining comments pertaining to Section 4(f) resources relate to the Rose Canyon area, and specifically to Marian Bear Memorial Park and the Rose Canyon Open Space Park. The majority of the comments concerned the following topics:
- Requests to preserve habitat, particularly old-growth trees, in Rose Canyon, Rose Creek, and Marian Bear Memorial Park
- Requests to avoid placing Rose Creek underground or expanding the limits of concrete lining in the creek
- Concerns that the proximity of the alignment would result in indirect impacts (visual, noise, lighting) to park users and wildlife within Rose Canyon Open Space Park
- Concerns that the project would reduce the function of Rose Creek as a wildlife corridor and result in corresponding impacts to wildlife in Rose Canyon and San Clemente Canyon
- Recommendation of mitigation measures, such as construction of earthen berms, to reduce potential indirect noise, visual, and lighting impacts, as well as provide benefits to wildlife by serving as a buffer or barrier

As documented in this chapter of the SEIS/SEIR, Rose Canyon Open Space Park was evaluated as a potentially protected resource under Section 4(f), and it was concluded that there would be no direct use, temporary occupancy, or constructive use within the park. As such, no further evaluation is required.

The project will not physically encroach into Rose Canyon Open Space Park. Elimination of Light Rail Transit Alternative 3 after scoping in 2010 avoided potentially significant noise and visual impacts to Rose Canyon Open Space Park. The project has been designed to minimize the impacts to recreation within Rose Canyon Open Space Park and is located within the existing Metropolitan Transit System (MTS) right-of-way. The two existing Los Angeles–San Diego–San Luis Obispo Rail Corridor Agency tracks within the MTS right-of-way currently support freight, COASTER, and Amtrak services, and the project alignment is separated from the park by these two tracks. No project features would be located within the park. The additional project features would be adjacent to existing tracks and the Interstate (I-) 5 transportation corridor, where noise and visual impacts are less intrusive to recreational users and biological resources. The SEIS/SEIR concluded that although adverse and significant visual impacts to recreational users could occur, these impacts would be reduced to below significance through incorporation of mitigation measures related to project design and landscaping.

The Draft SEIS/SEIR and supporting technical studies document the evaluation of indirect impacts resulting from noise, vibration, visual changes, and lighting, and the effects of the project on local wildlife movement. Mitigation and avoidance measures are proposed to reduce and compensate for impacts, including, but not limited to, the following:

- Minimizing impacts to sensitive resources during construction
- Restoring temporarily affected areas
- Providing mitigation for permanent impacts to wetlands within Rose Canyon by implementing a portion of the restoration and creation opportunities identified in the *Rose Creek Watershed Wetland, Riparian and Water Quality Restoration Opportunities Analysis* (San Diego Earthworks, 2012)
- Conducting public outreach to park users during construction
- Maintaining access to park trails during construction

With incorporation of the avoidance and mitigation measures identified in this SEIS/SEIR, no significant direct or indirect impacts would occur to biological resources or park users in Rose Canyon Open Space Park or Marian Bear Memorial Park.

In response to the comments related to this issue, SANDAG conducted additional analysis regarding noise and visual impacts to park users and wildlife within Rose Canyon Open Space Park. The analysis confirmed the conclusions presented in the SEIS/SEIR: indirect noise and lighting impacts would be less than significant, visual impacts would be less than significant with the incorporation of mitigation measures related to landscaping and design, and biological resources impacts would be less than significant with incorporation of mitigation related to avoiding impacts, restoring temporary impact areas, and providing compensatory mitigation for permanent impacts.

Several comments recommended that noise and visual impacts to the Rose Canyon Open Space Park be mitigated through construction of a vegetated earthen berm along the east side of the alignment from approximately La Jolla Colony to State Route (SR) 52. The avoidance and mitigation measures included in this SEIS/SEIR effectively avoid any visual impacts, and there are no adverse noise impacts. The following information is provided related to the potential to construct an earthen berm. Typically, construction of a 6-foot-tall earthen berm with a 2:1 slope would require a minimum width of 24 feet on level ground. In the specific case of Rose Creek, the construction of a berm of this height adjacent to the project alignment would not only require use of land outside the designated railway corridor (MTS right-of-way), it would also physically extend into Rose Creek. Construction of earthen berms to serve as light shielding or to reduce noise or visual impacts would result in substantial temporary impacts to habitat and permanent impacts to aquatic resources, and would have minimal value for noise attenuation. Furthermore, a vegetated berm is not expected to serve as an effective buffer to protect wildlife unless fencing was also incorporated, which would result in additional visual impacts. The impacts associated with berms adjacent to the railroad corridor outweigh the potential benefits, particularly as no significant noise or visual impacts have been identified in this area.

With respect to maintaining wildlife movement along Rose Creek between Rose Canyon Open Space Park and Marian Bear Memorial Park, the project includes several features that would continue to provide a local connection for wildlife movement. Wildlife movement supports the wildlife preservation attributes of both Rose Canyon Open Space Park and Marian Bear Memorial Park. The existing multi-use path will continue to provide north–south connectivity for pedestrians and bicyclists. A path along the east side of the open concrete-lined Rose Creek channel under SR 52 would remain and continue to allow for north–south wildlife movement along the east side of the open channel. Additionally, in response to comments by the California Department of Fish and Wildlife and others, design features have been incorporated into the project to continue to allow wildlife to move through the area using the concrete-lined open channel below SR 52. These design features would allow the concrete-lined channel to concentrate low flows toward the center of the channel, leaving the outer portions dry.
during typical conditions to allow for wildlife movement. In addition, the majority of riprap placed at the upstream and downstream ends of the proposed channel would not be grouted, which would allow sediment to fill gaps, creating a more natural and even surface for wildlife to cross.

5.1.1.3 Ocean Beach Bicycle Path

The San Diego River Park Foundation discussed impacts to the Ocean Beach Bicycle Path. The initial comment reflects a misunderstanding regarding the naming of the path; this SEIS/SEIR refers to this facility as the Ocean Beach Bicycle Path, whereas the organization referred to the same facility as the San Diego River Park Trail. The foundation's comments requesting an evaluation of impacts and mitigation related to the San Diego River Park Trail can be resolved by directing them to the analysis of the Ocean Beach Bicycle Path contained within this SEIS/SEIR. With respect to this facility, the foundation requested that the document consider noise and vibration impacts along the trail, impacts associated with the proposed traction power substation south of the river and north of I-8, visual impacts, and the need for mitigation. The foundation also requested notification of temporary closures of, or bicycle disembark requirements for, the Ocean Beach Bicycle Path, and the placement of signage in the event that a detour is required. This SEIS/SEIR considers each of these impacts as they relate to the Ocean Beach Bicycle Path, and the comment does not raise any new issues with respect to the analysis.

5.1.1.4 Conclusion

The comments on the Draft SEIS/SEIR do not raise any new issues that would affect either the conclusions presented in this Final Section 4(f) Analysis regarding the de minimis direct use or the temporary occupancy of Marian Bear Memorial Park, Ocean Beach Bicycle Path, and Mission Valley Preserve, or that there would be no use under Section 4(f) of Rose Canyon Open Space Park.

5.2 Regulatory Background

As defined in 23 CFR 774.17, the “use” of a protected Section 4(f) property occurs when any of the conditions described below are met.

A direct use of a Section 4(f) resource occurs when Section 4(f) land is permanently incorporated into a transportation facility (23 CFR 774.17). This may occur as a result of partial or full acquisition of the Section 4(f) property or permanent easements1.

A temporary occupancy of a Section 4(f) resource occurs when there is a temporary occupancy of a property that is considered adverse in terms of the preservationist purpose of the Section 4(f) statute. Under FTA regulations (23 CFR Section 774.13), a temporary occupancy of a property does not constitute a use of a Section 4(f) resource when all the following conditions are satisfied:

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1 In cases where temporary easements are proposed for a substantial duration, they may be considered to be a direct use.
The duration is temporary (i.e., less than the time needed for construction of the project), and there is no change in ownership of the land.

The scope of work is minor (i.e., both the nature and magnitude of the changes to the Section 4(f) property are minimal).

There are neither anticipated permanent adverse physical impacts nor interference with the protected activities, features, or attributes of the property on either a temporary or permanent basis.

The land being used will be restored fully (i.e., the property must be returned to a condition that is at least as good as that which existed prior to the project).

There must be documented agreement of the official(s) having jurisdiction over the Section 4(f) resource regarding the previous conditions.

A constructive use of a Section 4(f) resource occurs when a transportation project does not permanently incorporate land from a resource, but the proximity of the project results in effects (e.g., noise, vibration, visual, and property access) so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only if the protected activities, features, or attributes of the resource are substantially diminished as described in the regulations (23 CFR 774.15).

Some uses of Section 4(f) resources are minor in nature and may be determined to result in a de minimis impact. The requirements of Section 4(f) would be considered satisfied if it is determined that a transportation project use would have only a de minimis impact on the Section 4(f) resource. This provision allows for the consideration of avoidance, minimization, mitigation, and enhancement measures in making the de minimis determination. Agencies with jurisdiction must concur in writing with the determination.

De minimis impact is defined in 23 CFR 774.17 as follows:

- For parks, recreation areas, and wildlife and waterfowl refuges, a de minimis impact occurs when the transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).
- For historic sites, de minimis impact means that the FTA has determined, in accordance with 36 CFR Part 800, that no historic property is affected by the project or the project would have “no adverse effect” on the property in question.

2 In the case of historic properties potentially affected by the project, the official with jurisdiction is the State Historic Preservation Officer (SHPO); in the case of public parks, recreation areas, and wildlife and waterfowl refuges, the official(s) with jurisdiction are the official(s) of the agency or agencies that own or administer the property in question and who are empowered to represent the agency on matters related to the property.
5.3 Description of Section 4(f) Properties

This section describes Section 4(f) properties that were considered for evaluation. Properties subject to Section 4(f) consideration include historic resources of local, state, or national significance, whether privately or publicly owned, as well as publicly owned parks, recreation areas, and wildlife and waterfowl refuges of national or local significance.

5.3.1 Historic Architectural and Archaeological Resources

This section identifies historic architectural and archaeological resources listed or eligible for listing in the National Register of Historic Places (NRHP) that may be subject to Section 4(f) and describes the features that form the basis of the evaluation. Prior to completing this Section 4(f) evaluation, a National Historic Preservation Act Section 106 analysis identified historic architectural and archaeological resources in the historic architectural and archeological Area of Potential Effects (APEs) to determine their significance. For more detailed information on this process, refer to the Mid-Coast Corridor Transit Project Historic Property Survey and Eligibility Determination Report (SANDAG, 2013c); the Mid-Coast Corridor Transit Project Historic Property Effects Report (SANDAG, 2014k); the Mid-Coast Corridor Transit Project Archaeological Resources Survey Report (SANDAG, 2013e); the Mid-Coast Corridor Transit Project Archaeological Resources Supplemental Research Report (SANDAG, 2013d); and the Mid-Coast Corridor Transit Project Archaeological Resources Extended Phase I Investigation Results and Effects Assessment (SANDAG, 2014a); and their appendices.

With regard to Section 4(f), when a historic architectural or archaeological resource was identified within the APE that is listed or eligible for listing in the NRHP, the resource was evaluated for use. Under 23 CFR 774.13(b), impacts to archaeological resources that are important primarily because of what can be learned by data recovery and have minimal value for preservation in place are considered to be an exception and do not require approval under Section 4(f). Historic and archival research was undertaken to determine the presence of previously identified historical and archaeological properties eligible for listing in the NRHP. In addition, historic and archaeological surveys were completed for the APE to further identify and evaluate properties that may be historically significant and meet the criteria for eligibility for listing on the NRHP.

As evaluated in the Draft SEIS/SEIR, the FTA preliminarily determined five historic architectural properties and four archaeological sites to be eligible for listing in the NRHP and assumed project impacts, pending verification of archaeological deposits within the archaeological APE during Extended Phase I Investigations. In a letter dated August 2, 2013, the State Historic Preservation Officer (SHPO) concurred with the FTA’s determination that the five historic architectural properties were eligible for listing in the NRHP. These five historic architectural properties are 2750 Kettner Boulevard, 4875–4883 Naples Street, 2335 Morena Boulevard, 3435 Morena Boulevard, and the Camp Calvin B. Matthews Sentry Booth (University of California, San Diego [UCSD] East

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3 This document contains sensitive information regarding the location of archaeological sites and is not available to the public or other unauthorized persons.
Campus Regents Road parking lot). The five properties determined eligible for listing in the NRHP are hereafter referred to as “historic properties.” In a letter dated April 9, 2014, the SHPO concurred with the “no adverse effect” finding for the project. For additional details on the National Historic Preservation Act (NHPA) Section 106 analysis, refer to Sections 4.15 and 4.17.

5.3.1.1 Historic Properties

Under Section 106, when a federally funded project will affect a historic property, the agency must apply the criteria of adverse effect to determine if the effect will be adverse or negative. Adverse effect is defined in 36 CFR Section 800.5(a)(1) as an action that may:

“… alter, directly or indirectly any of the characteristics that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.”

Adverse effects include, but are not limited to, demolition, alteration, removal of a property from its original setting, neglect, and abandonment; or the introduction of visual, atmospheric, or audible elements.

Properties within the APE determined to be eligible for listing on the NRHP as a result of the Section 106 process are summarized in the Mid-Coast Corridor Transit Project Historic Property Survey and Eligibility Determination Report (SANDAG, 2013c), which describes historic properties identified within the historic architectural APE. The report also includes properties that have a determination of eligibility for the NRHP by prior studies. The architectural distinctions, known associations with important historic persons or events, and other historic features of each property preliminarily determined to be eligible are discussed in the Mid-Coast Corridor Transit Project Historic Property Survey and Eligibility Determination Report (SANDAG, 2013c).

Properties were determined to be eligible if they met at least one of the following NRHP criteria:

- The property is associated with events that have made a significant contribution to the broad patterns of our history.
- The property is associated with the lives of persons significant in our past.
- The property embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.
- The property has yielded, or may be likely to yield, information important in prehistory or history.

Within the APE, the five historic properties determined eligible for the NRHP are identified in Table 5-1. Section 4.15 of this Final SEIS/SEIR provides additional information regarding these historic architectural properties.
Table 5-1. Historic Properties Eligible for Listing in the NRHP within the APE

<table>
<thead>
<tr>
<th>Primary Number (Assigned by SCIC)</th>
<th>Property Name/Type</th>
<th>Property Address</th>
<th>Construction Date</th>
<th>CHR Status Code</th>
<th>NRHP/CRHR Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>Light industrial building</td>
<td>2750 Kettner Blvd</td>
<td>ca. 1959</td>
<td>2S2, 1CL</td>
<td>NRHP/CRHR Criteria C/3</td>
</tr>
<tr>
<td>None</td>
<td>Multifamily residence</td>
<td>4875–4883 Naples St</td>
<td>ca. 1953</td>
<td>2S2, 1CL</td>
<td>NRHP/CRHR Criteria C/3</td>
</tr>
<tr>
<td>None</td>
<td>Old Trieste Restaurant</td>
<td>2335 Morena Blvd</td>
<td>1952;1963</td>
<td>2S2, 1CL</td>
<td>NRHP/CRHR Criteria A/1 and C/3</td>
</tr>
<tr>
<td>None</td>
<td>Single-family residence</td>
<td>3435 Morena Blvd</td>
<td>1904</td>
<td>2S2, 1CL</td>
<td>NRHP/CRHR Criteria A/1</td>
</tr>
<tr>
<td>None</td>
<td>Camp Matthews Sentry Building</td>
<td>UCSD parking lot</td>
<td>ca. 1943–1944</td>
<td>2S2, 1CL</td>
<td>NRHP/CRHR Criteria A/1 and C/3</td>
</tr>
</tbody>
</table>

Source: SANDAG, 2012

Notes: APE = Area of Potential Effect; CHR = California Historical Resource; CRHR = California Register of Historical Resources; NRHP = National Register of Historic Places; SCIC = South Coastal Information Center; UCSD = University of California, San Diego

NRHP Criteria: A = Associated with events that have made a significant contribution to the broad patterns of our history; C = Embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction

CRHR Criteria: 1 = Associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage; 3 = Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values

CHR Status Codes (Appendix G of the Mid-Coast Corridor Transit Project Historic Property Survey and Eligibility Determination Report [SANDAG, 2013c] contains a complete list of CHR Status Codes): 2S2 = Individual property determined eligible for NRHP by a consensus through Section 106 process. Listed in the CRHR; 1CL = Automatically listed in the CRHR

5.3.1.2 Archaeological Resources

As evaluated in the Draft SEIS/SEIR, the FTA preliminarily determined four archaeological sites (CA-SDI-41, CA-SDI-12453/H, CA-SDI-12557, and CA-SDI-12558) to be eligible for listing in the NRHP and assumed project impacts, pending further investigations. Following the preliminary determination, Extended Phase I Investigations were completed, verifying extensive ground disturbance and the absence of archaeological deposits in the vicinity of the four archaeological sites within the archaeological APE. The findings of the investigations are documented in the Mid-Coast Corridor Transit Project Archaeological Resources Extended Phase I Investigation Results and Effects Assessment (SANDAG, 2014a). Based on these findings, the FTA determined that the project would not result in impacts on previously recorded archaeological resources. The FTA made a determination of “no historic properties affected” with respect to archaeological resources pursuant to Section 106 of the NHPA. Based on the landform context of the area, there remains a low potential for the unanticipated discovery of previously unrecorded archaeological resources; therefore, mitigation measures have been identified to address this potential impact. Additional information on archaeological resources is provided in Sections 4.15 and 4.17.
5.3.2 Parklands, Recreation Areas, and Wildlife and Waterfowl Refuges

The project is located in proximity to several publicly owned parks and recreational areas. Some of the parks also have value as wildlife or waterfowl refuges, in addition to recreational value. Public parks and recreational areas within one-half mile of the alignment and stations are shown on Figure 5-1 and listed in Table 5-2, which includes all publicly owned parks and recreational facilities and all schools and recreational facilities available for public use. Twenty-three public parks and recreational areas are adjacent to, or within one-half mile of, the project alignment or a station. A more detailed description is provided in the Mid-Coast Corridor Transit Project Social, Community, and Neighborhood Impacts Technical Report (SANDAG, 2014e).

Of the 23 public parks and recreational areas, two resources, Rose Canyon Bicycle Path and UCSD Park, do not require further evaluation with respect to Section 4(f) use. The Rose Canyon Bicycle Path is located within California Department of Transportation right-of-way. The path is used for both recreational and commuter bicycling, in addition to walking and in-line skating. The implementing regulations for Section 4(f), as amended, of the USDOT Act include exceptions (23 CFR Section 774.13). According to Sections 774.13(f)(3) and 774.13(f)(4), Section 4(f) approval is not required for “trails, paths, bikeways, and sidewalks that occupy a transportation facility right-of-way without limitation to any specific location within that right-of-way, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained;” or for “trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation.” Both exceptions apply to the Rose Canyon Bicycle Path.

The Rose Canyon Bicycle Path is part of the local transportation system, and its primary function is transportation. The portion impacted by the project also is located in a transportation facility right-of-way and with implementation of the detour to keep the bike path open during construction (see Section 3.4.7.3), continuity would be maintained. As the conditions in 23 CFR Section 774.13(f)(3) and 774.13(f)(4) apply to the Rose Canyon Bicycle Path, further evaluation with respect to Section 4(f) use is not required.

UCSD Park is owned by the University of California, which is a state entity. Although the park is publicly owned, the property is not open to the public without the express permission of UCSD. Because access is limited to students, faculty, and staff, it is not considered open to the public. As such, UCSD Park is not considered a Section 4(f) resource.
Figure 5-1. Parks and Recreational Areas within One-Half Mile of Project

Source: SANDAG, 2014
<table>
<thead>
<tr>
<th>Map #</th>
<th>Park or Recreational Feature</th>
<th>Location</th>
<th>Distance from Alignment (miles)</th>
<th>Nearest Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>UCSD Park</td>
<td>Hopkins Dr at Genesee Ave</td>
<td>Adjacent</td>
<td>UCSD West</td>
</tr>
<tr>
<td>2</td>
<td>Mandell-Weiss Eastgate City Park</td>
<td>Eastgate Mall at Regents Rd</td>
<td>0.01</td>
<td>Executive Dr</td>
</tr>
<tr>
<td>3</td>
<td>Doyle Community Park</td>
<td>Decoro Street at Cargill Ave</td>
<td>0.43</td>
<td>Nobel Dr</td>
</tr>
<tr>
<td>4</td>
<td>Villa La Jolla Neighborhood Park</td>
<td>Between Via Mallorca and Via Martin</td>
<td>0.20</td>
<td>Nobel Dr</td>
</tr>
<tr>
<td>5</td>
<td>Rose Canyon Open Space</td>
<td>Between I-5 and Genesee Ave, adjacent to SR 52</td>
<td>Adjacent</td>
<td>Nobel Dr</td>
</tr>
<tr>
<td>6</td>
<td>Soledad Natural Park</td>
<td>Between La Jolla Scenic Dr and I-5</td>
<td>0.07</td>
<td>Nobel Dr</td>
</tr>
<tr>
<td>7</td>
<td>Marian Bear Memorial Park</td>
<td>I-5 at SR 52</td>
<td>Adjacent</td>
<td>Balboa Ave</td>
</tr>
<tr>
<td>8</td>
<td>Cadman Park and Recreation Center</td>
<td>Moraga Ave at Avati Dr</td>
<td>0.37</td>
<td>Balboa Ave</td>
</tr>
<tr>
<td>9</td>
<td>Mission Bay Athletic Area (McEvoy Fields)</td>
<td>2639 Grand Ave at Mission Bay Dr</td>
<td>0.42</td>
<td>Balboa Ave</td>
</tr>
<tr>
<td>10</td>
<td>Mission Bay Park</td>
<td>2688 East Mission Bay Dr</td>
<td>0.20</td>
<td>Clairemont Dr and Tecolote Rd</td>
</tr>
<tr>
<td>11</td>
<td>Western Hills Park</td>
<td>Garfield Road at Arnold St</td>
<td>0.48</td>
<td>Clairemont Dr</td>
</tr>
<tr>
<td>12</td>
<td>Tecolote Recreation Center/Community Park</td>
<td>4675 Tecolote Rd</td>
<td>0.48</td>
<td>Tecolote Rd</td>
</tr>
<tr>
<td>13</td>
<td>Presidio Park</td>
<td>Taylor St and Jackson St</td>
<td>0.26</td>
<td>Old Town Transit Center</td>
</tr>
<tr>
<td>14</td>
<td>Old Town San Diego State Historic Park</td>
<td>4002 Wallace St</td>
<td>0.01</td>
<td>Old Town Transit Center</td>
</tr>
<tr>
<td>15</td>
<td>Heritage Park</td>
<td>2454 Heritage Park Row</td>
<td>0.29</td>
<td>Old Town Transit Center</td>
</tr>
<tr>
<td>16</td>
<td>Mission Hills Park and Open Space</td>
<td>1521 Washington Pl</td>
<td>0.29</td>
<td>Washington St</td>
</tr>
<tr>
<td>17</td>
<td>Horton Plaza Park</td>
<td>Broadway at 4th Ave</td>
<td>0.46</td>
<td>Santa Fe Depot</td>
</tr>
<tr>
<td>18</td>
<td>Amici Park</td>
<td>350 West Date St</td>
<td>0.25</td>
<td>County Center/Little Italy</td>
</tr>
<tr>
<td>19</td>
<td>Pantoja Park</td>
<td>524 G St</td>
<td>0.22</td>
<td>Santa Fe Depot</td>
</tr>
<tr>
<td>20</td>
<td>Mission Valley Preserve Open Space (part of San Diego River Park)</td>
<td>Open space: western portion of Mission Valley</td>
<td>Alignment crosses near I-5/I-8 interchange</td>
<td>Old Town Transit Center and Tecolote Rd Station</td>
</tr>
<tr>
<td>21</td>
<td>County Administration Center Waterfront Park</td>
<td>Harbor Dr between Ash and Grape Sts (under development)</td>
<td>0.20</td>
<td>Santa Fe Depot</td>
</tr>
<tr>
<td>22</td>
<td>Rose Canyon Bicycle Path</td>
<td>North dead-end of Santa Fe St to Gilman Dr/La Jolla Colony Dr exit (I-5)</td>
<td>Adjacent</td>
<td>Nobel Dr</td>
</tr>
<tr>
<td>23</td>
<td>Mission Bay Golf Course</td>
<td>2702 North Mission Bay Dr</td>
<td>0.25</td>
<td>Clairemont Dr and Tecolote Rd</td>
</tr>
</tbody>
</table>

Sources: City of San Diego Park and Recreation Department (2011); California State Parks (2011); Google Earth Pro mapping software
Notes: Map # corresponds to Figure 5-1
        UCSD = University of California, San Diego
5.4 Use of Section 4(f) Properties

As described in Section 5.2, a use of a Section 4(f) resource occurs when land is permanently or temporarily incorporated into a transportation facility (23 CFR 774.17) or when there is a constructive use. Incorporation may occur as a result of partial or full acquisition of the Section 4(f) property, permanent easements, or temporary easements (23 CFR 774.17). Constructive use occurs when the land is not incorporated into the project, but the project’s proximate impacts are so severe that the attributes of the Section 4(f) resource are substantially impaired.

5.4.1 Historic Properties and Archaeological Resources

This section discusses the Section 4(f) use of historic properties and archaeological resources.

5.4.1.1 Historic Properties

As discussed in Section 5.3.1.1, five historic properties within the APE were determined eligible for listing in the NRHP (Table 5-1):

- 2750 Kettner Boulevard
- 4875–4883 Naples Street
- 2335 Morena Boulevard
- 3435 Morena Boulevard
- Camp Matthews Sentry Booth

Impacts to the five historic properties would be completely avoided by the project, and there would be no impairments to the properties caused by noise, vibration, or visual quality; therefore, there is no use under Section 4(f) (Table 5-3). For further discussion of these historic properties, refer to the Mid-Coast Corridor Transit Project Historic Property Survey and Eligibility Determination Report (SANDAG, 2013c) and the Mid-Coast Corridor Transit Project Historic Property Effects Report (SANDAG, 2014k).

Table 5-3. Section 4(f) Use of Historic Properties within the APE

<table>
<thead>
<tr>
<th>Property Name/Type</th>
<th>Property Address</th>
<th>Direct Use or Temporary Occupancy</th>
<th>Constructive Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light industrial building</td>
<td>2750 Kettner Blvd</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Multifamily residence</td>
<td>4875–4883 Naples St</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Old Trieste Restaurant</td>
<td>2335 Morena Blvd</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Single-family residence</td>
<td>3435 Morena Blvd</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Camp Matthews Sentry Booth</td>
<td>UCSD parking lot</td>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>

Source: SANDAG, 2012
Notes: APE = Area of Potential Effect; UCSD = University of California, San Diego
5.4.1.2 Archaeological Resources

According to the USDOT, Federal Highway Administration (FHWA) *Section 4(f) Policy Paper* (FHWA, 2012):

“Section 4(f) applies to archaeological sites that are on or eligible for inclusion on the National Register and that warrant preservation in place, including those sites discovered during construction. Section 4(f) does not apply if FHWA determines, after consultation with the SHPO/Tribal Historic Preservation Officer (THPO), federally recognized Indian tribes (as appropriate), and the [Advisory Council on Historic Preservation] ACHP (if participating) that the archaeological resource is important chiefly because of what can be learned by data recovery (even if it is agreed not to recover the resource) and has minimal value for preservation in place, and the SHPO/THPO and ACHP (if participating) does not object to this determination (23 CFR 774.13(b)).”

Although the *Section 4(f) Policy Paper* was developed by FHWA, FTA and other modal administrations generally follow the guidance, where appropriate and applicable to transit projects and other proposals.

As discussed in Section 4.15, based on the results of Extended Phase I Investigations, the FTA made a finding of “no historic properties affected” with respect to archaeological resources pursuant to Section 106 of the NHPA. However, during construction, unknown archaeological resources (unanticipated discoveries) determined eligible for listing in the NRHP could be encountered, including those warranting preservation in place, such as human burials or sacred sites. For such archaeological resources, preservation of resources in place through avoidance will be accomplished whenever feasible. To the extent preservation in place is not feasible and data recovery is implemented, no Section 4(f) use would occur because the importance of a resource is primarily due to what can be learned by data recovery and not preservation in place (thus, impacts to the resources would be considered an exception pursuant to 23 CFR 774.13(b)). To account for the possibility of an unanticipated discovery of archaeological resources during project-related ground disturbance, mitigation measures (i.e., CON15, CON16, and CON17) described in Section 4.17, would be implemented. Accordingly, at this time, no use of Section 4(f) historic properties or archaeological resources is anticipated.

5.4.2 Parklands, Recreation Areas, and Wildlife and Waterfowl Refuges

The project is located in proximity to 21 publicly owned parks and recreational areas that are subject to Section 4(f). As discussed in Section 5.3.2, the Rose Canyon Bicycle Path and UCSD Park do not require further evaluation with respect to Section 4(f) use. Public parks and recreational areas within one-half mile of the alignment that are subject to Section 4(f) are listed in Table 5-4. Some of these areas also provide value as wildlife refuges or preserves, particularly those that include large areas of open space (e.g., Mission Valley Preserve Open Space, Rose Canyon Open Space, Soledad Natural Park, and Marian Bear Memorial Park). The Mission Valley Preserve Open Space and the Ocean Beach Bicycle Path are both features of the larger San Diego River Park, although they are managed by different departments in the City of San Diego.
### Table 5-4. Section 4(f) Use of Parks and Recreational Areas within One-Half Mile of the Alignment and Stations

<table>
<thead>
<tr>
<th>Map #</th>
<th>Resource Name</th>
<th>Location</th>
<th>Publicly Owned?</th>
<th>Major Purpose for Park or Recreational Activities, Features, or Attributes?</th>
<th>Size</th>
<th>Distance from Alignment</th>
<th>Use</th>
<th>Constructive Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Mandell-Weiss Eastgate City Park</td>
<td>Eastgate Mall at Regents Rd</td>
<td>Yes, City of San Diego</td>
<td>Yes. The park contains lighted tennis courts, multi-sports fields, a swimming pool, children’s play area, and sand volleyball lots.</td>
<td>10.5 acres</td>
<td>0.01 mile</td>
<td>None</td>
<td>None. The project would not severely diminish the use and enjoyment of the park.</td>
</tr>
<tr>
<td>3</td>
<td>Doyle Community Park</td>
<td>Decoro St at Cargill Ave</td>
<td>Yes, City of San Diego</td>
<td>Yes. The park includes a recreation center, children’s play areas, multi-sports field, picnic areas, and sand volleyball courts.</td>
<td>24 acres</td>
<td>0.43 mile</td>
<td>None</td>
<td>None. The project would not severely diminish the use and enjoyment of the park.</td>
</tr>
<tr>
<td>4</td>
<td>Villa La Jolla Neighborhood Park</td>
<td>Between Via Mallorca and Villa Martin</td>
<td>Yes, City of San Diego</td>
<td>Yes. The park contains a playground structure, swings, picnic tables, and open grass areas.</td>
<td>5.6 acres</td>
<td>0.20 mile</td>
<td>None</td>
<td>None. The project would not severely diminish the use and enjoyment of the park.</td>
</tr>
<tr>
<td>5</td>
<td>Rose Canyon Open Space Park</td>
<td>Between I-5 and SR 52 interchange and I-805 southeast of railroad right-of-way</td>
<td>Yes, City of San Diego</td>
<td>Yes. The park provides wildlife protection, and hiking and biking trails. Park is within San Diego’s MHPA.</td>
<td>312 acres</td>
<td>Adjacent</td>
<td>None</td>
<td>None. The project would not severely diminish the use and enjoyment of the park or the protection of wildlife.</td>
</tr>
<tr>
<td>6</td>
<td>Soledad Natural Park</td>
<td>Between La Jolla Scenic Dr and I-5</td>
<td>Yes, City of San Diego</td>
<td>Yes. The park is comprised of hiking and cycling trails and views. A memorial cross is dedicated to U.S. veterans.</td>
<td>277 acres</td>
<td>0.07 mile</td>
<td>None</td>
<td>None. The project would not severely diminish the use and enjoyment of the park.</td>
</tr>
</tbody>
</table>
### Table 5-4. Section 4(f) Use of Parks and Recreational Areas within One-Half Mile of the Alignment and Stations (continued)

<table>
<thead>
<tr>
<th>Map #</th>
<th>Resource Name</th>
<th>Location</th>
<th>Publicly Owned?</th>
<th>Major Purpose for Park or Recreational Activities, Features, or Attributes?</th>
<th>Size</th>
<th>Distance from Alignment</th>
<th>Use</th>
<th>Constructive Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Marian Bear Memorial Park</td>
<td>South of SR 52 between I-5 and Genesee Ave</td>
<td>Yes, City of San Diego</td>
<td>Yes. The park provides wildlife protection, hiking trails, parking, picnic areas, and restroom facilities. Park is within San Diego’s MHPA.</td>
<td>467</td>
<td>Adjacent</td>
<td>Permanent occupancy of approximately 32 square feet (0.0007 acre) of riprap associated with one storm drain outlet along the MTS right-of-way. Temporary occupancy from remedial grading and construction access (approximately 1 acre total) associated with the following: realignment of existing city sewer line within the park; construction of a shoofly and temporary and permanent retaining walls within the MTS right-of-way; and construction of a replacement lined open channel in Rose Creek north of the park boundary.</td>
<td>None. The project would not severely diminish the use and enjoyment of the park or the protection of wildlife.</td>
</tr>
<tr>
<td>8</td>
<td>Cadman Park and Recreation Center</td>
<td>4280 Avati Dr</td>
<td>Yes, City of San Diego</td>
<td>Yes. Facilities include two softball fields, baseball field, tot lot, off-leash dog park, tennis court, basketball court, horseshoe pit, and picnic areas.</td>
<td>8.4</td>
<td>0.37 mile</td>
<td>None</td>
<td>None. The project would not severely diminish the use and enjoyment of the park.</td>
</tr>
</tbody>
</table>
### Table 5-4. Section 4(f) Use of Parks and Recreational Areas within One-Half Mile of the Alignment and Stations (continued)

<table>
<thead>
<tr>
<th>Map #</th>
<th>Resource Name</th>
<th>Location</th>
<th>Publicly Owned?</th>
<th>Major Purpose for Park or Recreational Activities, Features, or Attributes?</th>
<th>Size</th>
<th>Distance from Alignment</th>
<th>Use</th>
<th>Constructive Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>Mission Bay Athletic Area</td>
<td>2639 Grand Ave</td>
<td>Yes, City of San Diego</td>
<td>Yes. Facilities include athletic fields and tennis courts.</td>
<td>10.7 acres</td>
<td>0.42 mile</td>
<td>None</td>
<td>None. The project would not severely diminish the use and enjoyment of the park.</td>
</tr>
<tr>
<td>10</td>
<td>Mission Bay Park</td>
<td>2688 E Mission Bay Dr</td>
<td>Yes, City of San Diego</td>
<td>Yes. This is a multi-use park for bicycling, walking, jogging, swimming, wind surfing, water skiing, fishing, sailing, and motor boating. Additionally, the park contains playgrounds, basketball courts, and picnic areas with fire rings.</td>
<td>4,235 acres</td>
<td>0.20 mile</td>
<td>None</td>
<td>None. The project would not severely diminish the use and enjoyment of the park.</td>
</tr>
<tr>
<td>11</td>
<td>Western Hills Park</td>
<td>Garfield Rd at Arnold St</td>
<td>Yes, City of San Diego</td>
<td>Yes. Features include playground, basketball courts, and walking paths.</td>
<td>12.8 acres</td>
<td>0.48 mile</td>
<td>None</td>
<td>None. The project would not severely diminish the use and enjoyment of the park.</td>
</tr>
<tr>
<td>12</td>
<td>Tecolote Recreation Center/ Community Park</td>
<td>4675 Tecolote Rd</td>
<td>Yes, City of San Diego</td>
<td>Yes. This park contains five baseball fields, one flag football field, outdoor basketball courts, and picnic areas.</td>
<td>7.8 acres</td>
<td>0.48 mile</td>
<td>None</td>
<td>None. The project would not severely diminish the use and enjoyment of the park.</td>
</tr>
<tr>
<td>13</td>
<td>Presidio Park</td>
<td>Taylor St and Jackson St</td>
<td>Yes, City of San Diego</td>
<td>Yes. This park contains picnic tables, restrooms, gathering places, and the Serra Museum.</td>
<td>40+ acres</td>
<td>0.26 mile</td>
<td>None</td>
<td>None. The project would not severely diminish the use and enjoyment of the park.</td>
</tr>
<tr>
<td>14</td>
<td>Old Town San Diego State Historic Park</td>
<td>4002 Wallace St</td>
<td>Yes, State of California</td>
<td>Yes. This park contains several historic buildings and landmarks, a visitor center, and a museum.</td>
<td>22 acres</td>
<td>0.01 mile</td>
<td>None</td>
<td>None. The project would not severely diminish the use and enjoyment of the park.</td>
</tr>
</tbody>
</table>
### Table 5-4. Section 4(f) Use of Parks and Recreational Areas within One-Half Mile of the Alignment and Stations (continued)

<table>
<thead>
<tr>
<th>Map #</th>
<th>Resource Name</th>
<th>Location</th>
<th>Publicly Owned?</th>
<th>Major Purpose for Park or Recreational Activities, Features, or Attributes?</th>
<th>Size</th>
<th>Distance from Alignment</th>
<th>Use</th>
<th>Constructive Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>Heritage Park</td>
<td>2454 Heritage Park Row</td>
<td>Yes, San Diego County</td>
<td>Yes. The park includes seven historic residences, which provide examples of Italianate, Queen Anne, and Classic Revival architecture.</td>
<td>7.8 acres</td>
<td>0.29 mile</td>
<td>None</td>
<td>None. The project would not severely diminish the use and enjoyment of the park.</td>
</tr>
<tr>
<td>16</td>
<td>Mission Hills Park and Open Space</td>
<td>1521 Washington Pl</td>
<td>Yes, City of San Diego</td>
<td>Yes. Facilities include picnic areas, tennis courts, an event venue, and open space.</td>
<td>6.79 acres</td>
<td>0.29 mile</td>
<td>None</td>
<td>None. The project would not severely diminish the use and enjoyment of the park.</td>
</tr>
<tr>
<td>17</td>
<td>Horton Plaza Park</td>
<td>Broadway at 4th Ave</td>
<td>Yes, City of San Diego</td>
<td>Yes. The park is a historic park and event venue.</td>
<td>1.5 acres</td>
<td>0.46 mile</td>
<td>None</td>
<td>None. The project would not severely diminish the use and enjoyment of the park.</td>
</tr>
<tr>
<td>18</td>
<td>Amici Park</td>
<td>350 West Date St</td>
<td>Yes, City of San Diego</td>
<td>Yes. The park provides facilities for bocce ball, open space, a small amphitheater, and a large green playing field.</td>
<td>1.4 acres</td>
<td>0.25 mile</td>
<td>None</td>
<td>None. The project would not severely diminish the use and enjoyment of the park.</td>
</tr>
<tr>
<td>19</td>
<td>Pantoja Park</td>
<td>524 G St</td>
<td>Yes, City of San Diego</td>
<td>Yes. The historic park features a large grassy area, mature fig trees, shrub planting, public art, and a perimeter walkway.</td>
<td>2.2 acres</td>
<td>0.22 mile</td>
<td>None</td>
<td>None. The project would not severely diminish the use and enjoyment of the park.</td>
</tr>
</tbody>
</table>
### Table 5-4. Section 4(f) Use of Parks and Recreational Areas within One-Half Mile of the Alignment and Stations (continued)

<table>
<thead>
<tr>
<th>Map #</th>
<th>Resource Name</th>
<th>Location</th>
<th>Publicly Owned?</th>
<th>Major Purpose for Park or Recreational Activities, Features, or Attributes?</th>
<th>Size</th>
<th>Distance from Alignment</th>
<th>Use</th>
<th>Constructive Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>20*</td>
<td>Mission Valley Preserve Open Space (part of San Diego River Park)</td>
<td>Western portion of Mission Valley</td>
<td>Yes, City of San Diego</td>
<td>Yes. The preserve supports passive recreation (wildlife viewing, walking, cycling), and is within San Diego's MHPA.</td>
<td>52 acres</td>
<td>5 miles</td>
<td>Temporary occupancy during construction of bridge across river near I-5/I-8 interchange. Requires temporary construction area within Mission Valley Preserve Open Space.</td>
<td>None. The project would not severely diminish the use and enjoyment of the preserve or affect habitat recovery, protection, and preservation, and would not affect the bike path.</td>
</tr>
<tr>
<td></td>
<td>Ocean Beach Bicycle Path</td>
<td>From Dog Beach to Hotel Circle Pl along south side of San Diego River</td>
<td>Yes, City of San Diego</td>
<td>Yes. The Ocean Beach Bicycle Path provides recreational access along the south side of the San Diego River and provides a connection between areas in Mission Valley and areas in Ocean Beach and Old Town.</td>
<td>5 miles</td>
<td>5 miles</td>
<td>Temporary occupancy would occur to Ocean Beach Bicycle Path users from reduced vertical clearance below bridge falsework</td>
<td>None. The project would neither severely diminish the use and enjoyment of, nor permanently affect, the bike path.</td>
</tr>
<tr>
<td>21</td>
<td>County Administration Center Waterfront Park</td>
<td>Harbor Drive Between Ash St and Grape St</td>
<td>Yes, San Diego County</td>
<td>Yes. Greens, play area, garden rooms, and interactive fountain.</td>
<td>12 acres</td>
<td>500 feet</td>
<td>None.</td>
<td>None. The project would not severely diminish the use and enjoyment of the park.</td>
</tr>
<tr>
<td>23</td>
<td>Mission Bay Golf Course</td>
<td>2702 North Mission Bay Dr</td>
<td>Yes, City of San Diego</td>
<td>Yes. Golf.</td>
<td>46 acres</td>
<td>None</td>
<td>None. No direct use of golf course.</td>
<td>None. The project would not severely diminish the use and enjoyment of the golf course.</td>
</tr>
</tbody>
</table>

Sources: SANDAG, 2014; City of San Diego Park and Recreation Department (2011); California State Parks (2011); City of San Diego (2010a)

Notes:  
* Map #20 depicts the location of both the Mission Valley Preserve Open Space and the Ocean Beach Bicycle Path. Both are located within the San Diego River Park; however, they are managed by different entities. MHPA = Multi-Habitat Planning Area; MTS = Metropolitan Transit System

As the conditions in 23 CFR Section 774.13(f)(3) and 774.13(f)(4) apply to the Rose Canyon Bicycle Path, further evaluation with respect to Section 4(f) use is not required.
As identified in Table 5-4, of the 21 Section 4(f) resources, impacts to 19 parks and recreational areas are completely avoided by the project. The project would not physically encroach into these 19 parks and recreational areas, disrupt access, perceptibly increase noise, or introduce visual changes to these parks and recreational areas that would diminish the use and enjoyment of the parks; therefore, there is no use of these 19 areas under Section 4(f). For additional information, refer to the Mid-Coast Corridor Transit Project Noise and Vibration Impacts Technical Report (SANDAG, 2014p), the Mid-Coast Corridor Transit Project Visual Impacts Technical Report (SANDAG, 2014j), and the Mid-Coast Corridor Transit Project Social, Community, and Neighborhood Impacts Technical Report (SANDAG, 2014e).

Of the remaining parks and recreational areas—Marian Bear Memorial Park, Mission Valley Preserve Open Space, and the Ocean Beach Bicycle Path —there would be no constructive use, but construction activities would occur on portions of the resources. The construction activities at Marian Bear Memorial Park, the Ocean Beach Bicycle Path, and Mission Valley Preserve Open Space would be characterized as temporary occupancy and would be subject to an exception under Section 774.13. The direct use of Marian Bear Memorial Park is considered to be a de minimis use. Use of the resources is described in more detail below.

5.4.2.1 Marian Bear Memorial Park

Description and Significance of Property

Marian Bear Memorial Park, a City of San Diego open space park, is located south of SR 52 and east of I-5. Open space parks are used for purposes such as preservation of natural resources, passive outdoor recreation, and scenic and visual enjoyment. The park consists of 467 acres and access is provided from Regents Road and Genesee Avenue. It is a natural park with hiking trails, parking, picnic areas, and restroom facilities. There are more than 3 miles of mostly flat trails along the canyon with more challenging trails in the finger canyons. Biking is permitted on the maintenance roads in the canyon. The park is part of the Tri-Canyon Parks, which comprise 1,500 acres of open space. The park is located within San Diego's Multi-Habitat Planning Area and provides an avenue for local wildlife movement and functions as a local wildlife corridor and habitat linkage.

Description of Use

Construction activities would occur along the western edge of Marian Bear Memorial Park, as shown in Figure 5-2, and would include realignment of an existing City of San Diego sewer line along the western side of the park boundary; grading and construction access associated with construction of a temporary retaining wall, a shoofly, and a permanent retaining wall within the MTS right-of-way; grading and construction access associated with construction of a replacement concrete-lined open channel in Rose Creek north of the park boundary; and placement of riprap associated with one storm drain outlet adjacent to the park.
Figure 5-2. Construction Activities in Marian Bear Memorial Park

Source: SANDAG, 2014
Permanent features within the park would be limited to the placement of small areas of riprap along the western edge of the park associated with a storm drain outlet (a total of approximately 32 square feet within the park for the one area). The riprap is needed to prevent scour at the outlet of a storm drain system and would reduce localized erosion within the park. The riprap would consist of angular rock in various sizes. The riprap areas needed at the outlet of the storm drain would partially lie within Marian Bear Memorial Park—approximately 32 square feet. The outlet, as well as the remaining areas of riprap, would be located outside the park boundary.

Of the 467 acres of parkland, the area of remedial grading for all activities is approximately 1 acre. Once project construction is completed, the graded areas would be revegetated with native plant species. The area of permanent impacts from riprap would be approximately 32 square feet. The riprap would accommodate vegetation and would not appreciably change the quality of the habitat adjacent to the railroad right-of-way. There would be no loss of recreational land or features after construction is complete.

**Direct Use**

Direct use would occur as a result of construction of a storm drain outlet requiring placement of up to 32 square feet of riprap in one location on the western side of the park boundary. As shown on Figure 5-2 and described above, the outlet would be located south of the park boundary and the area required for riprap would encroach approximately 32 square feet into the park. The outlet would not change the quantity of storm-water runoff conveyed to Rose Creek. There would be no change in the underlying land ownership as a result of the project.

Riprap placement would affect a small area (approximately 32 square feet total) and would not interrupt any park activities or public access. Because the project would minimally use a portion of the park’s edge and would not disrupt access, perceptibly increase noise, or introduce visual changes that would diminish the use and enjoyment of the park or disturb wildlife or habitat, the use would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f) and would result in a de minimis impact. SANDAG has received concurrence with this finding from the City of San Diego.

**Temporary Occupancy**

Temporary occupancy would occur during several activities: the realignment of the sewer line that is located within the park, construction of the open channel adjacent to and north of Marian Bear Memorial Park, construction of the temporary shoofly and retaining wall west of and adjacent to the park, and construction of the permanent retaining wall adjacent to and west of the park. These activities would encroach upon the park as a result of construction access and temporary grading (including trenching during the sewer realignment) and would result in the temporary occupancy of two areas (approximately 1 acre total), as shown in Figure 5-2.

Because construction would use a relatively small portion of the park’s edge and would not disrupt access, perceptibly increase noise, or introduce visual changes that would diminish the use and enjoyment of the park or disturb wildlife or habitat (refer to the Mid-Coast Corridor Transit Project Biological Resources Technical Report, SANDAG, 2014u), the temporary occupancy is not considered adverse in terms of the statue’s
preservation purpose. The use would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f) and, as described in more detail below, meets the conditions for temporary occupancy and therefore qualifies as an exception under Section 774.13. The temporary occupancy is an exception because it meets the following conditions:

*The duration is temporary (i.e., less than the time needed for construction of the project), and there is no change in ownership of the land.*

- Construction at this location is expected to take approximately 36 months out of the overall 4.5-year construction schedule for the project. The ownership of the land would remain unchanged.

*The scope of work is minor (i.e., both the nature and magnitude of the changes to the Section 4(f) property are minimal).*

- The work at the northwesterly corner of the park consists of grading to accommodate the outlet of the open channel. The channel and its riprap energy dissipater would be in the MTS and California Department of Transportation rights-of-way, but an area of approximately 33,000 square feet within the park would be affected by grading and construction access. The area would be revegetated with native plant species following completion of construction activities at this location.

- The work at the southerly construction area (along the western edge of the park boundary) would include excavation and regrading associated with realigning an existing City of San Diego sewer line that currently lies within and under the park, as well as construction access to build a temporary retaining wall and shoofly and ultimately a permanent retaining wall within the MTS right-of-way. After completion of the construction activities, the approximately 9,000-square-foot area would also be revegetated and returned to its pre-construction state.

*There are neither anticipated permanent adverse physical impacts nor interference with the protected activities, features, or attributes of the property on either a temporary or permanent basis.*

- Except as described above for the direct use associated with the storm drain outlet, there would be no new above- or below-ground structures within the park that would remain upon completion of construction. The city’s sewer line that exists within and beneath the park would be realigned slightly but would remain in essentially the same location below ground near the western edge of the park. Temporary grading would affect a total of approximately 1 acre along the boundary of the 467-acre park. The activity would not affect existing trails or user access, nor would it impact a substantial area of habitat. Mitigation measures would be implemented to avoid impacts to nesting birds and to bats. Therefore, there would be no permanent or temporary adverse physical impacts or interference with the protected activities, features, or attributes of the property.
The land being used will be restored fully (i.e., the property must be returned to a condition that is at least as good as that which existed prior to the project).

- Upon completion, all areas would be contour graded and re-vegetated with appropriate native species, consistent with existing conditions. Mitigation for temporary impacts to natural vegetation communities would include restoration of the impact area, which is described in more detail in Section 4.17. With restoration, the condition of the property would be fully restored as a result of mitigation (restoration of natural vegetation communities).

There must be documented agreement of the official(s) having jurisdiction over the Section 4(f) resource regarding the previous conditions.

- Documentation of the Section 4(f) evaluation has been submitted to the City of San Diego, which has provided concurrence with the requirements for the temporary occupancy exception.

**Constructive Use**

Constructive use occurs when a project results in proximity effects so severe that they impact the protected activities, features, and attributes of the resources that qualify it for Section 4(f) protection.

The project would result in the construction of additional tracks within the existing rail corridor at the western boundary of Marian Bear Memorial Park. The environment at this location is affected by noise from the existing rail line and by its proximity to I-5 and SR 52. Significant noise impacts are not anticipated within the park as a result of the addition of Trolley operations in the existing rail corridor, as noise from operation of the Trolley would not appreciably change the existing noise characteristics. Placing the new light rail tracks within the existing corridor avoids and minimizes other potential adjacency impacts, such as visual impacts, vibration, and property access. The presence of the project is not anticipated to diminish the protected activities, features, or attributes of Marian Bear Memorial Park.

In addition, construction activities would not result in constructive use of the park. Construction activities would not result in noise, visual, or vibration impacts that would substantially impair the activities and attributes of the resource.

5.4.2.2 **Mission Valley Preserve Open Space (Part of the San Diego River Park)**

**Description and Significance of Property**

The Mission Valley Preserve Open Space is located on the western end of Mission Valley extending on each side of the MTS right-of-way where the alignment crosses over the San Diego River. Mission Valley Preserve Open Space is one component of the larger San Diego River Park. The preserve is located within San Diego’s Multi-Habitat Planning Area. The San Diego River provides a sheltered and relatively continuous avenue for wildlife movement between coastal and inland habitats, and functions as a regional wildlife corridor and habitat linkage. Recreational trails are located within the preserve, which provide passive recreational use.
The Draft 2010 San Diego River Park Master Plan (City of San Diego, 2010a) envisions a string of parks linked by open space, pathways, and green corridors along the river. The park will be a multi-layered system that will serve a variety of needs, offering recreational, environmental and habitat benefits. The City of San Diego is now completing its environmental review of the plan.

The San Diego’s River Park’s planning area is generally defined as a corridor extending one-half mile on each side of the river from the headwaters near Julian to the Pacific Ocean at Ocean Beach; for 17.5 miles it is within the boundaries of the City of San Diego extending from the Pacific Ocean to the city limits shared with the City of Santee. Much of the land along the river is in private ownership. Efforts are underway to work with the owners of these properties to open the river corridor to public access, either through acquisition of key parcels or by establishing public access easements. The park provides recreational opportunities in areas that serve the multiple functions of historic preservation, water management, habitat preservation, and recreational resource. The San Diego River Park Trail will offer a connected trail for bicycles and pedestrians along the length of the park. The San Diego River Park Trail is located on the Ocean Beach Bicycle Path within the Mission Valley Preserve Open Space.

**Description of Use**

Construction areas within the Mission Valley Preserve Open Space, as shown in Figure 5-3, would consist of temporary use of an approximately 40-foot-wide area adjacent to and east of the MTS right-of-way at the existing heavy rail bridge (less than 0.5 acre). This area would provide construction access and facilitate construction activities associated with the proposed bridge over the San Diego River. Once the bridge is completed, the area would be revegetated and returned to its pre-construction state. There would be no loss of wildlife or recreational use after construction and restoration are complete.

**Direct Use**

None of the area within the Mission Valley Preserve Open Space would be permanently incorporated into the Mid-Coast Corridor Transit Project. There would be no change in the underlying land ownership as a result of the project. Therefore, there would be no direct use of this resource.

**Temporary Occupancy**

Within the San Diego River corridor, the project would include a bridge across the river within existing MTS right-of-way, which would require five support piers within the river. All piers would be within MTS right-of-way; no permanent structures would be located within the preserve. Construction activities within the preserve would consist of site access and temporary use by construction equipment.

Because the construction would only occupy a small portion of the preserve and would not disrupt access, perceptibly increase noise, or introduce visual changes that would diminish the use and enjoyment of the park or disturb wildlife or habitat (refer to the Mid-Coast Corridor Transit Project Biological Resources Technical Report, SANDAG, 2014u), the temporary occupancy is not adverse in terms of the statute’s preservation purpose. The use would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f) and, as described in more detail...
Figure 5-3. Construction Areas in Mission Valley Preserve Open Space and the Ocean Beach Bicycle Path

Source: SANDAG, 2013
below, meets the conditions for temporary occupancy and therefore qualifies as an exception under Section 774.13. The temporary occupancy is an exception because it meets the following conditions:

The duration is temporary (i.e., less than the time needed for construction of the project), and there is no change in ownership of the land.

- Construction at this location is expected to take approximately 24 months out of the overall 4.5-year construction schedule for the project. The ownership of the land would remain unchanged.

The scope of work is minor (i.e., both the nature and magnitude of the changes to the Section 4(f) property are minimal).

- Within the Mission Valley Preserve Open Space, project activities would result in temporary impacts within an approximately 40-foot-wide area adjacent to and east of the MTS right-of-way. Following construction, the area would be fully restored. No permanent impacts would occur within the Mission Valley Preserve Open Space.

There are neither anticipated permanent adverse physical impacts nor interference with the protected activities, features, or attributes of the property on either a temporary or permanent basis.

- The project would include a bridge across the San Diego River within existing MTS right-of-way, which would require five support piers within the river and one at Friars Road. In MTS right-of-way in the San Diego River, long-term direct project impacts would be limited to the loss of not more than 0.01 acre of native riparian habitat associated with the installation of concrete piers for the proposed bridge crossing. Bridge piers and abutment placement would be within the MTS right-of-way and outside of the active flow channel; long-term impacts to aquatic and semi-aquatic species habitat would be limited. Impacts to vegetation would be mitigated. Based on the small overall footprint of permanent impacts (0.01 acre) and the presence of several existing bridges in the vicinity with similar structures in the river, the project would not interrupt any recreational activities or public access to the Mission Valley Preserve Open Space nor its function as a regional wildlife corridor or habitat linkage.

- For 24 months, construction activities would occur within MTS right-of-way and within a temporary easement extending across the river approximately 40 feet east into the Mission Valley Preserve Open Space. Short-term impacts to vegetation would be mitigated through on-site restoration. Impacts to wildlife would be minimized through measures to protect nesting birds and roosting bats, reduce dust and noise, minimize lighting in native habitat areas, protect water quality, and allow wildlife passage through the construction site. Impacts to recreation would be avoided and minimized by maintaining access to the area via trails and the Ocean Beach Bicycle Path throughout construction (except for a brief period during installation and removal of falsework). All areas within the preserve would be restored following construction.
The land being used will be restored fully (i.e., the property must be returned to a condition that is at least as good as that which existed prior to the project).

- All temporary impact areas would be restored with appropriate native vegetation following completion of construction. As stated above, no permanent impacts would occur within the Mission Valley Preserve Open Space. Permanent impacts within the adjacent MTS right-of-way would be limited to less than 0.01 acre as a result of the support piers. These permanent impacts would be subject to mitigation within the San Diego River watershed or, if acceptable to regulatory agencies, within the neighboring Rose Creek watershed. Temporary impacts within MTS right-of-way would also be restored with appropriate native vegetation. All mitigation would be subject to the approval of applicable regulatory agencies, including the United States Army Corps of Engineers, the Regional Water Quality Control Board, California Coastal Commission, and the California Department of Fish and Wildlife.

There must be documented agreement of the official(s) having jurisdiction over the Section 4(f) resource regarding the previous conditions.

- Documentation of the Section 4(f) evaluation has been submitted to the City of San Diego, which has provided concurrence with the requirements for the temporary occupancy exception.

**Constructive Use**

Within the San Diego River corridor, the project would include a bridge across the river within existing MTS right-of-way, which would require five support piers within the river. Based on the small overall footprint of permanent impacts (0.01 acre) and the presence of several existing bridges in the vicinity with similar structures, the project would not interrupt any park activities or public access of the San Diego River Park or affect Mission Valley Preserve’s function as a regional wildlife corridor or habitat linkage. The project would not appreciably alter existing noise, vibration, or visual conditions at this location, as the new bridge would be located adjacent to existing rail bridges. No changes to property access would occur. Therefore, placement of the bridge would not result in a constructive use of the Mission Valley Preserve Open Space. The City of San Diego has indicated its concurrence with this finding.

### 5.4.2.3 Ocean Beach Bicycle Path

**Description and Significance of Property**

The Ocean Beach Bicycle Path extends from the Sefton Field Neighborhood Park east of Morena Boulevard in Mission Valley to Ocean Beach. It includes 3,000 feet of Class I bike path and 1,200 feet of Class III bike lane that is shared with baseball field users and maintenance vehicles. It provides non-vehicular traffic with a travel route from Ocean Beach and Old Town to the Mission Valley area. It also forms the San Diego River Trail within the Mission Valley Preserve Open Space and is located on the south side of the San Diego River.

The *Draft 2010 San Diego River Park Master Plan* (City of San Diego, 2010a) envisions a string of parks linked by open space, pathways, and green corridors along the river. The San Diego’s River Park’s planning area extends one-half mile on each side of the river.
from the headwaters near Julian to the Pacific Ocean at Ocean Beach. The San Diego River Park Trail, which is part of the larger San Diego River Park, will offer a connected trail for bicycles and pedestrians along the length of the park.

**Description of Use**

The project alignment crosses this facility east of I-5, adjacent to the Mission Valley Preserve Open Space. Project activities include construction of a bridge over the San Diego River within existing MTS right-of-way and adjacent to the existing rail bridge.

The proposed project bridge over the San Diego River, as shown in Figure 5-3, would cross over both the river and Friars Road, which parallels the river on the north side. The southerly 130 feet of this bridge would be connected with the existing Trolley Green Line Bridge, requiring removal of the westerly curb along the existing bridge. The proposed bridge would be supported on single-column piers and concrete abutments. The concrete superstructure would be constructed using falsework. Limits of impact along the bridge would be limited to the area under the bridge and a 40-foot-wide strip, adjacent and parallel to the east side.

**Direct Use**

The Ocean Beach Bicycle Path would remain open and in use during construction and would not be altered in the long-term as a result of the project. No direct use would occur.

**Temporary Occupancy**

Within the San Diego River corridor, the project would include a bridge across the river within existing MTS right-of-way. During construction of the bridge over the San Diego River (7 to 12 months), cyclists would need to dismount and walk for a short distance as a result of the reduced vertical clearance of the falsework. The vertical clearance during construction would be as low as 6.75 feet for approximately 35 linear feet (Figure 5-4). Nighttime closures of the path would be required for construction of falsework. The path would be reopened once the falsework is complete; however, cyclists would need to dismount to cross the construction site as the overhead clearance would be reduced. Advance warning signs would be provided on both sides of the construction site advising riders of the need to dismount. Construction of the bridge would take between 7 and 12 months, at which time the falsework would be removed. This is anticipated to take approximately one night. The temporary impact area, including the bike path, would be restored to pre-project conditions.

Because the construction would occupy only a small portion of the path and access disruption would be minimal, the temporary occupancy is not adverse in terms of the statute’s preservation purpose. The use would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f) and, as described in more detail below, meets the conditions for temporary occupancy and therefore qualifies as an exception under Section 774.13. The temporary occupancy is an exception because it meets the following conditions:
The duration is temporary (i.e., less than the time needed for construction of the project), and there is no change in ownership of the land.

- Construction at this location is expected to take between 7 and 12 months out of the overall 4.5-year construction schedule for the project. The ownership of the land would remain unchanged.

The scope of work is minor (i.e., both the nature and magnitude of the changes to the Section 4(f) property are minimal).

- Within the Ocean Beach Bicycle Path, project activities would result in temporary impacts (reduced overhead clearance) within an approximately 35-foot-long stretch. Following construction, the area would be restored to pre-project conditions. No permanent impacts would occur to the path.

There are neither anticipated permanent adverse physical impacts nor interference with the protected activities, features, or attributes of the property on either a temporary or permanent basis.

- The Ocean Beach Bicycle Path is a multi-use path that supports transportation and recreation, and there would be an effect during construction on cyclists requiring them to dismount, the effect is minimal. Based on the limited extent of temporary impacts (35 linear feet), the project would not substantially interfere with any recreational or transportation activities or public access to the path.
The land being used will be restored fully (i.e., the property must be returned to a condition that is at least as good as that which existed prior to the project).

- Following the removal of the bridge falsework, the area would be restored to pre-project conditions. No permanent impacts would occur to the path.

There must be documented agreement of the official(s) having jurisdiction over the Section 4(f) resource regarding the previous conditions.

- Documentation of the Section 4(f) evaluation has been submitted to the City of San Diego, which has provided concurrence with the findings.

As described above, the Ocean Beach Bicycle Path would remain open and in use during construction—with the exception of brief closures to install and remove falsework—and would not be altered in the long-term as a result of the project. During the 7 to 12 months of construction across this portion of the San Diego River Bridge, cyclists would need to dismount and walk for a short distance as a result of reduced vertical clearance. However, as construction would not adversely affect the features, attributes, or activities qualifying the bike path for protection under Section 4(f), the project would result in a temporary occupancy. The City of San Diego has indicated its concurrence with this finding.

**Constructive Use**

Constructive use occurs when the project results in proximity effects that are so severe that they impact the protected activities, features, and attributes of the resource that qualify it for Section 4(f) protection. The construction of an additional bridge over the San Diego River would have no adverse effects on the use of the Ocean Beach Bicycle Path as a recreational resource. Therefore, no constructive use would occur. The City of San Diego has indicated its concurrence with this finding.

### 5.5 Determinations of Section 4(f) Uses

Of the 21 Section 4(f) historic, parks, or recreational properties within the Mid-Coast Corridor, Marian Bear Memorial Park, Mission Valley Preserve Open Space, and the Ocean Beach Bicycle Path would be affected by the project. A summary of the Section 4(f) properties affected by the project and determinations of use are presented in Table 5-5.

Marian Bear Memorial Park would have a *de minimis* direct use as a result of the encroachment and placement of riprap near one storm drain outlet. Temporary occupancy would occur on Marian Bear Memorial Park, the Ocean Beach Bicycle Path, and Mission Valley Open Space Preserve; these occupancies qualify for an exception under Section 774.13 and do not constitute “use” under Section 4(f).

The analysis conducted subsequent to public review of the Draft SEIS/SEIR confirms that there would be no constructive use under Section 4(f) of Rose Canyon Open Space Park.
### Table 5-5. Summary of Section 4(f) Uses of Resources

<table>
<thead>
<tr>
<th></th>
<th>Marian Bear Memorial Park</th>
<th>Mission Valley Preserve</th>
<th>Ocean Beach Bicycle Path</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Location</strong></td>
<td>South of SR 52 between I-5 and Genesee Ave</td>
<td>Western portion of Mission Valley, within the San Diego River Park</td>
<td>From Dog Beach to Hotel Circle Pl along south side of San Diego River</td>
</tr>
<tr>
<td><strong>Major Activities, Features, or Attributes</strong></td>
<td>The park provides wildlife protection, hiking trails, parking, picnic areas, and restroom facilities. Park is within San Diego's MHPA.</td>
<td>The preserve features natural areas, trails, informational signage, and kiosk. The preserve is within San Diego's MHPA.</td>
<td>Provides recreational access along the south side of the San Diego River and a connection between areas in Mission Valley and areas in Ocean Beach and Old Town</td>
</tr>
<tr>
<td><strong>Size</strong></td>
<td>467 acres</td>
<td>52 acres</td>
<td>5 miles</td>
</tr>
<tr>
<td><strong>Direct Use</strong></td>
<td>Approximately 32 square feet (0.0007 acre) of riprap associated with two storm drain outlets along the MTS right-of-way. Property would not change ownership.</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>Temporary Occupancy</strong></td>
<td>Remedial grading and construction access (approximately 1 acre total) associated with the following: realignment of existing city sewer line within the park; construction of a shoofly and temporary and permanent retaining walls within the MTS right-of-way; and construction of a replacement lined open channel in Rose Creek north of the park boundary; activities qualify for an exception under Section 774.13</td>
<td>Bridge construction within the MTS railroad right-of-way across the San Diego River near I-5/I-8 interchange; temporary construction area within approx. 0.3 acre of preserve; activities qualify for an exception under Section 774.13</td>
<td>Bridge construction for 7 to 12 months, requiring cyclists to dismount and walk for approximately 35 feet as a result of reduced vertical clearance below bridge falsework; closure of the path during installation and removal of bridge falsework</td>
</tr>
<tr>
<td><strong>Constructive Use</strong></td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>De minimis Use</strong></td>
<td>Approximately 32 square feet (0.0007 acre) of riprap</td>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>

**Sources:** SANDAG, 2014; City of San Diego Park and Recreation Department (2011); California State Parks (2011); City of San Diego (2010a)

**Notes:** MHPA = Multi-Habitat Planning Area; MTS = Metropolitan Transit System

### 5.6 Agency Coordination and Consultation

For parklands, recreation areas, and wildlife and waterfowl refuges, FTA and SANDAG are coordinating with the City of San Diego. Documentation of final concurrence from the City of San Diego Park and Recreation Department and the Transportation and Storm Water Department is included in Appendix C. Consultation will continue as needed with local agencies, jurisdictions, and historical societies and preservation groups, including the following:

- San Diego History Center
- San Diego Archaeological Center
• North Park Main Street
• Boosters of Old Town San Diego State Historic Park
• Friends of Rose Canyon
• Save Our Heritage Organisation
• Little Italy Association of San Diego
• Pacific Beach Town Council
• La Playa Trail Association
• La Jolla Historical Society
• The Committee of One Hundred

Additional discussion of coordination is provided in Chapter 8.0 of this Final SEIS/SEIR.
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