



Existing View from Corner of Taylor and Juan Streets



Conceptual View from Corner of Taylor and Juan Streets

**Old Town San Diego State Historic Park
Building Demolition and Immediate Public Use Facilities
Draft Environmental Impact Report
SCH# 2014041044**

February 2015



TABLE OF CONTENTS

LIST OF FIGURES.....III

LIST OF TABLES.....III

EXECUTIVE SUMMARY 1

1 INTRODUCTION..... 3

1.1 PROJECT BACKGROUND..... 3

1.2 PROJECT NEED 5

1.3 PUBLIC OUTREACH 6

1.4 CEQA PROCESS AND NEED TO PREPARE AN EIR..... 7

1.4.1 Structure and Contents of the EIR 8

2 PROJECT DESCRIPTION 11

2.1 PROJECT LOCATION..... 11

2.2 PROPOSED PROJECT..... 14

2.2.1 Office Complex Demolition..... 18

2.2.2 Interpretation..... 19

2.2.3 Landscaping 20

2.2.4 Pedestrian Circulation..... 20

2.2.5 Parking Area 21

2.2.6 Utilities and Drainage..... 21

2.3 CONSTRUCTION MANAGEMENT 21

3 PROJECT ALTERNATIVES CONSIDERED 25

**3.1 RETENTION OF THE PADEREWSKI DESIGNED SECTION (ENVIRONMENTALLY
 PREFERRED ALTERNATIVE) 25**

3.2 FULL DEMOLITION AND MINIMAL IMPROVEMENT TO PROJECT SITE..... 27

3.3 NO PROJECT ALTERNATIVE 29

4 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION 31

4.1 AESTHETICS 31

4.1.1 Regulatory Setting 31

4.1.2 Environmental Setting..... 31

4.1.3 Environmental Impact Evaluation..... 34

4.1.4 Avoidance, Minimization, Mitigation 35

4.2 ARCHAEOLOGICAL RESOURCES..... 37

4.2.1 Regulatory Setting 37

4.2.2 Environmental Setting..... 39

4.2.3 Environmental Impact Evaluation..... 42

4.2.4 Avoidance, Minimization, Mitigation 42

4.3 GEOLOGY, SOILS, GEOLOGIC HAZARDS 45

4.3.1 Regulatory Setting 45

4.3.2 Environmental Setting..... 45

4.3.3 Environmental Impact Evaluation..... 46

4.3.4 Avoidance, Minimization, Mitigation 47

4.4 HAZARDS AND HAZARDOUS MATERIALS..... 49

4.4.1 Regulatory Setting 49

4.4.2 Environmental Setting..... 49

4.4.3	Environmental Impact Evaluation.....	51
4.4.4	Avoidance, Minimization, Mitigation	53
4.5	HISTORIC RESOURCES	55
4.5.1	Regulatory Setting	55
4.5.2	Environmental Setting.....	56
4.5.3	Environmental Impact Evaluation.....	67
4.5.4	Avoidance, Minimization, Mitigation	68
4.6	HYDROLOGY AND WATER QUALITY.....	71
4.6.1	Regulatory Setting	71
4.6.2	Environmental Setting.....	72
4.6.3	Environmental Impact Evaluation.....	72
4.6.4	Avoidance, Minimization, Mitigation	74
4.7	NOISE.....	77
4.7.1	Regulatory Setting	77
4.7.2	Environmental Setting.....	77
4.7.3	Environmental Impact Evaluation.....	79
4.7.4	Avoidance, Minimization, Mitigation	80
4.8	PUBLIC SERVICES AND UTILITIES	81
4.8.1	Regulatory Setting	81
4.8.2	Environmental Setting.....	81
4.8.3	Environmental Impact Evaluation.....	82
4.8.4	Avoidance, Minimization, Mitigation	83
4.9	TRANSPORTATION AND TRAFFIC	85
4.9.1	Regulatory Setting	85
4.9.2	Environmental Setting.....	85
4.9.3	Environmental Impact Evaluation.....	86
4.9.4	Avoidance, Minimization, Mitigation	87
5	IMPACTS THAT ARE LESS THAN SIGNIFICANT OR RESULT IN NO IMPACT	89
5.1	AGRICULTURE AND FORESTRY RESOURCES	89
5.2	AIR QUALITY	89
5.3	BIOLOGICAL RESOURCES	89
5.4	GREENHOUSE GAS EMISSIONS	90
5.5	LAND USE AND PLANNING	91
5.6	MINERAL RESOURCES.....	92
5.7	PALEONTOLOGICAL RESOURCES	92
5.8	POPULATION AND HOUSING.....	92
5.9	BENEFICIAL EFFECTS.....	92
6	CEQA REQUIRED CONSIDERATIONS	95
6.1	GROWTH INDUCING IMPACTS	95
6.2	CUMULATIVE IMPACTS	95
7	MITIGATION MEASURES AND MONITORING PROGRAM.....	99
7.1	AESTHETIC MEASURES	99
7.2	AIR QUALITY MEASURES.....	99
7.3	ARCHAEOLOGY MEASURES	99
7.4	BIOLOGICAL RESOURCE MEASURES	101
7.5	GEOLOGIC RESOURCE/HAZARD MEASURES.....	101
7.6	HISTORIC RESOURCES	101
7.7	HYDROLOGY AND WATER QUALITY.....	102

7.8 NOISE MEASURES 103

7.9 PALEONTOLOGY MEASURES 103

7.10 PUBLIC SERVICES & UTILITY MEASURES 103

7.11 TRANSPORTATION & TRAFFIC 104

7.12 MITIGATION MONITORING AND REPORTING PROGRAM 105

8 REFERENCES 111

8.1 LIST OF PREPARERS AND REVIEWERS 111

8.2 DOCUMENT REFERENCES 111

APPENDICES (UNDER SEPARATE COVER) 115

Appendix AFindings and Statement of Overriding Consideration

Appendix B Response Letters to Notice of Preparation

**Appendix C Former Caltrans District 11 Office Complex
Historical Background and Significance**

**Appendix D Historical Context, Archaeological Research Design for the
Demolition of the Former Caltrans District 11 Office Complex**

LIST OF FIGURES

Figure 2-1 Vicinity Map.....12

Figure 2-2 Project Site Map13

Figure 2-3 Proposed Project Conceptual Plan.....17

Figure 2-4: Alternative Conceptual Plans28

Figure 4-1 Site Map of the H.D. Fitch Property64

**Figure 4-2 Aerial Photograph Delineating Former Caltrans District 11 Office Building
Sections66**

LIST OF TABLES

Table 1-1 CEQA Required Content8

Table 4-1 Project Site Plant Inventory.....33

Table 4-2 Archaeological Work Record within the Vicinity of the Project Site41

Table 4-3 Land Use History of the Project Site.....60

Table 4-4 Typical Maximum Construction Equipment Noise Levels78

Table 7-1 Mitigation Monitoring Reporting Program105

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EXECUTIVE SUMMARY

Pursuant to the California Environmental Quality Act (CEQA), the California Department of Parks and Recreation (CDPR) have prepared this Draft Environmental Impact Report (DEIR) to evaluate, then avoid or reduce environmental impacts as a result of the proposed project. The proposed project provides Immediate Public Use (IPU) for a recently acquired parcel adjacent to Old Town San Diego State Historic Park (OTSDSHP) in the Old Town community of San Diego, California.

CDPR obtained the property from the California Department of Transportation (Caltrans) in 2013. The parcel, whose land use dates back to the prehistoric and historic origins of today's community of San Diego, most recently served as the Caltrans District 11 Office Complex (Office Complex) starting in 1953. In 2006 Caltrans relocated its district staff to a new, much larger office complex across the street at 4050 Taylor Street. Caltrans considered selling the surplus property and subsequently completed an Environmental Impact Report for that purpose in 2011.

The Office Complex property (historic city block 409) has long been considered an optimal property for incorporation into the highly visited and internationally significant state historic park. OTSDSHP's 1977 General Plan and other subsequent CDPR planning documents have recommended incorporation of the parcel to enhance interpretation of Old Town San Diego's history and add contributing properties to the Old Town San Diego National Register District. Over the years, local historic preservation organizations, community members and organizations have supported adding this parcel into OTSDSHP, and helped lobby state legislators to authorize the 2013 transfer to CDPR.

CDPR proposes to redevelop the parcel through the demolition of the office complex and the construction of new park space that will serve as a gateway to the park and re-connect Old Town's historic association with the San Diego River. The Proposed Project will include contouring, landscaping and temporary improvements to provide visitor use and a sense of the historical setting, pedestrian circulation, spaces for interpretation and public use, as well as limited parking. IPU development of the site shall be limited in specific areas to protect anticipated archaeological resources and to allow for potential future reconstruction of historic era structures. Permanent improvements such as historic structure reconstruction cannot take place as a part of this Proposed Project.

During environmental analysis of the property transfer project in 2011, Caltrans cultural resources staff determined that the Office Complex was potentially eligible for listing in the California Register of Historical Resources and the National Register of Historic Places. The State Historic Preservation Officer (SHPO) concurred that the property's initial 1953 building and 1958 addition constituted a potentially eligible historical resource at the local level of significance as being "a good example of "Modernist" office building in the San Diego area and appears the best designed district office complex built during the period from 1947 through 1967."

The demolition of this potential historical resource would result in a significant adverse impact per CEQA and PRC 5024.5.

To address the Proposed Project's direct adverse impact to a potentially-eligible historic resource, several alternatives were considered that would meet the objectives for the project, but also avoid or lessen these adverse significant impacts. The alternatives analyzed in this document included retention of part of the potentially eligible Office Complex, minimal development of the Proposed Project site and taking no action.

After analysis of these alternatives, CDPR has determined that the Proposed Project would result in significant adverse impact to historical resources due to the complete demolition of the former Caltrans District 11 Office Complex. Less than significant impact would occur to hazards, wetlands, water quality and hydrology/floodplains, air quality, noise, public utilities and aesthetics. Potential impacts to archaeological and Native American resources, biological resources, paleontology, geologic resources, hydrology/floodplain, water quality, noise, air quality, and public utilities will be mitigated to a level of less-than-significant.

CDPR conducted outreach to government agencies, organizations, Native Americans, and the general public to determine where changes could be made to the project to address public input and concerns as well as ensure that environmental impacts are considered, evaluated and mitigated.

Avoidance, minimization and mitigation measures for the Proposed Project have been documented in a Mitigation Monitoring Reporting Plan (MMRP) and shall be implemented in order to comply with CEQA.

Findings of this EIR determined that implementation of an alternative to maintain any portion of the Office Complex as cost prohibitive as well as incompatible with CDPR's objectives for Immediate Public Use of the Proposed Project site. Mitigation measures shall be implemented to lessen the adverse direct impacts from the loss of the potentially eligible historical resource, however due to building's complete demolition; this impact cannot be reduced to less than significant. Therefore, a Statement of Overriding Considerations was prepared that includes the benefits of carrying out the Proposed Project. These considerations include removing the building due to it not being associated with OTSDSHP's historic period, interpreting the San Diego River, reducing public health concerns from hazardous waste in the Office Complex, creating a new entrance into OTSDSHP, providing public use, improving viewsheds, creating opportunities for interpretation, providing parking and visitor use in a timely manner.

This DEIR document will also be used to initiate consultation with the SHPO in compliance with the provisions of the CDPR's Memorandum of Understanding (MOU) for compliance with the Public Resources Code Section 5024.5 review process.

1 INTRODUCTION

This Draft Environmental Impact Report (DEIR), SCH #2014041044, has been prepared by CDPR to evaluate the potential environmental impacts of the Proposed Project within OTSDSHP in San Diego, California. CDPR is the Lead Agency for the Proposed Project under CEQA. The purpose of the DEIR is to assist decision makers and the public in making an informed evaluation of whether or not to approve the Proposed Project based on its environmental impacts and to provide actions to avoid, minimize or mitigate those impacts. This document has been prepared in accordance with CEQA, Public Resources Code (PRC) §21000 *et seq.*, and CEQA Guidelines, California Code of Regulations (CCR) §15000 *et seq.*

An EIR was determined to be the appropriate document to prepare after project scoping determined that the project would likely result in substantial adverse change in the significance of a historical resource due to demolition of the potentially eligible National and California Register property, the former Caltrans District 11 Office Complex. A Notice of Preparation was submitted to obtain initial input regarding the initial project scope and request that agencies with specific expertise related to the Proposed Project act as Responsible or Trustee Agencies. There is substantial evidence that this project may have a significant impact on the environment, therefore an EIR must be prepared, in accordance with CEQA Guidelines §15064(a). Mitigation measures shall be incorporated into the project to reduce or minimize potentially significant impacts. In addition, both Findings and a Statement of Overriding Consideration are included with this EIR due to the unmitigable significant adverse impact that will occur.

This DEIR will also be used to initiate consultation with the SHPO in compliance with the provisions of the CDPR's Memorandum of Understanding (MOU) regarding compliance with the Public Resources Code Section 5024.5.

1.1 PROJECT BACKGROUND

As planning proceeds for the Immediate Public Use of the former Caltrans District Office Complex, two vital missions shall be met to meet the goals of CDPR as well as the Cultural Resources Division. Cultural resources make up the majority resources that exist on the new acquisition and are critical to the success of OTSDSHP.

The California State Park's mission states:

To provide for the health, inspiration and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation.

The Cultural Resources Division Mission Statement states:

To provide inspiration and leadership in acquiring, conserving, and managing cultural resources that represent California's rich history and diverse population, and, to foster an appreciation of the extraordinary

value of California's cultural heritage for the enjoyment of present and future generations through access, education, service, and stewardship.

The mission of OTSDSHP is to present the opportunity to experience the history of early San Diego by providing a connection to the past to better understand the origins of today's greater community. Located at the site of the centuries-old Native American settlement of Cosoy, and the initial European settlement of Alta California, Old Town reflects the long-standing, diverse and internationally significant cultural heritage.

As a State Historic Park, OTSDSHP strives to re-create Old Town San Diego's historic period from 1821 to 1872 in order to provide a historically accurate environment in which the people, lifeways and significant events of this era can be interpreted for the people of California. OTSDSHP interprets and presents this history through various mediums including preserved and re-constructed historic structures and landscape elements, interpretive programs (e.g. tours, educational programs, living history programs and exhibits), special events and human resources that include park employees, concessionaires and volunteers.

OTSDSHP is a core contributor to the Old Town San Diego National Register District (OTSDNRD). CDPR owns and preserves seven original contributing historic buildings along with numerous archaeological sites and resources. It also has reconstructed over a dozen historic era buildings and maintains re-created historic landscape features and elements in order to enhance the historic integrity of the OTSDNRD.

In order to support and enhance this purpose, the 1977 OTSDSHP General Development Plan recommends CDPR acquire nearby properties that also have historical resources and sites associated with the OTSDNRD for the "purposes of preservation, restoration, reconstruction and interpretation" and to "provide a complete picture of [historic] Old Town San Diego." Subsequent OTSDSHP planning documents including the 1991 Interpretation Plan identified the historic Block 409 (Caltrans Property) as the location of several potential historic era property sites. The 2000 OTSDSHP Action Plan directly noted the goal to "consider acquisition of the adjacent Caltrans property."

Over the ensuing decades CDPR management and local historic preservation organizations, community members, park stakeholders and local agencies supported adding this parcel into OTSDSHP. In 2006 Caltrans opened their replacement District 11 Office Complex across the street at 4050 Taylor Street and closed its former Office Complex. When Caltrans proposed selling off the then surplus state property in 2011, local stakeholders lobbied state legislators to authorize the 2013 property transfer to CDPR. The property was officially acquired by CDPR on November 6, 2013.

In order to facilitate the addition of the property into OTSDSHP, CDPR prepared a Budget Package to provide for the abatement, demolition and removal of the Office Complex and the construction of IPU facilities. CDPR received budget approval to proceed with the planning and construction of the Proposed Project.

1.2 PROJECT NEED

A critical need driving the Proposed Project is the inability of the public to utilize the acquired property with the Office Complex currently onsite. Additionally, CDPR did not receive any operational funding to maintain or protect the abandoned facility, therefore increasing CDPR's liability in managing the defunct property. IPU, as described within CDPR Guidelines consists of "improvement projects required to provide temporary public use or operational support facilities in recently acquired property, and which do not constitute a permanent commitment of resources." The current condition of the property affords no public use.

The primary operational and IPU needs for the implementation of the Proposed Project follow.

Providing interpretation of the Proposed Project site is a need including incorporating strategies from the 2005 OTSDSHP Strategic Plan for Interpretation. Interpretation may include sites, and potential archaeological remains, of several historic-era buildings from OTSDSHP's interpretive period that are also possible contributors to the Old Town San Diego National Register District's period of significance. Properties such as Block 409 also provide other interpretive/educational opportunities including the ethno-history of Native Americans who lived within and surrounding OTSDSHP both prior to and during Old Town San Diego's historic period.

Consideration of the availability of visitors to access OTSDSHP is also a recognized IPU need. Additional visitor parking at OTSDSHP is always a concern for visitors, merchants and local residents, especially when largely attended events are being held within OTSDSHP as well as weekend evening periods when local businesses and OTSDSHP concessions are especially busy. It will be important to balance the inherent need for additional visitor parking for both OTSDSHP and the local business community with the need for public use, interpretive, concession opportunities within the property. Any public parking will need to include designated ADA parking spaces consistent with CDPR's Accessibility Guidelines.

Another need to ensure that the Proposed Project is successful is providing for the circulation of pedestrians throughout the Proposed Project site. A balance must be struck between pathways circulating throughout the space along with other elements to draw visitors into OTSDSHP. These pathways will be designed to be compliant with CDPR's Accessibility Guidelines.

As the new acquisition is near the perimeter of OTSDSHP, there exists an opportunity to use the site as an entrance point to OTSDSHP. Proper signage will be needed to meet this goal. There is also opportunity for improved views into and around OTSDSHP through proper design of the Proposed Project.

Lastly, the need for appropriate landscaping is a key element for success of the Proposed Project. A variety of historically appropriate plants (including natives) shall be installed

to provide cover for the site and create an inviting and more historically accurate landscape.

1.3 PUBLIC OUTREACH

Upon determination that an EIR would be prepared, a Notice of Preparation (NOP) was distributed to potential responsible and trustee agencies. Distribution of the NOP began a 30-day response period to receive comments regarding environmental impacts that agencies and the public thought should be addressed within the EIR. The NOP review period began April 11, 2014 and concluded May 12, 2014. Letter responses were received from The City of San Diego, the California Public Utilities Commission, the San Diego County Archaeological Society and the State Clearinghouse. The response letters to the NOP can be found as **Appendix B**.

Initial outreach efforts included providing information about the project to several local planning and stakeholder groups including the Old Town Chamber of Commerce, Old Town Community Planning Group and Save Our Heritage Organization Preservation Action Committee. These groups were supportive of providing the newly acquired site with immediate uses consistent with the mission of OTSDSHP. They expressed the desire to stay informed throughout the planning process, including the receipt of project timelines and possible impact to local businesses. They were additionally concerned with landscaping of the site, so as to not create areas that might become problems with transients camping and loitering.

Outreach to Native Americans was carried out in compliance with CDPR policy and state law, and in accordance with the recommendations of the Native American Heritage Commission (NAHC). Two consultation meetings for the proposed project were held to solicit input from those who attended. Additional Native American comments were also received via written letter and phone conversations.

Notice of a public meeting was distributed to approximately 90 individuals, nearby businesses and organizations through e-mail and regular mail. Notices were also posted within and surrounding OTSDSHP and provided on the Proposed Project's website. The public meeting was held on October 21, 2014 and was attended by approximately 30 individuals. The purpose of the meeting was to present the Proposed Project's alternatives and an approximate schedule. At the meeting, comments were taken both verbally and through written comment cards. Following the meeting, comments as well as exhibits were made available on the Proposed Project's website.

Based on the input received at the public meeting, the majority of those in attendance were supportive of the Proposed Project. A small number of commenters were supportive of retention of the original 1953 section of the Office Complex as an example of a Mid-Century Modern building. The suggested uses of the building ranged from providing a retail grocery store concession, putting in a park interpretive center, or using it as operational space for CDPR staff.

Public notice for review of this DEIR was provided via e-mail as well as through traditional mail distribution of a Notice of Availability.

1.4 CEQA PROCESS AND NEED TO PREPARE AN EIR

The California Environmental Quality Act (CEQA) of 1970 established a requirement for public agencies to analyze and disclose the potential environmental effects of a proposed action. This DEIR is a Project EIR, as defined by CEQA §15161. This DEIR will examine the environmental impacts of a specific development project, the IPU of Block 409. This DEIR shall address changes in the environment that would result from the Proposed Project. The DEIR shall examine all phases of the project including planning, construction and operation.

In the interest of meeting the goals for IPU, the Proposed Project shall be constructed to be consistent with the 1977 OTSDSHP General Development Plan, where possible, while meeting the goals set out by the 2008 Capital Outlay Budget Package.

Based on preliminary review of the Proposed Project's scope, CDPR determined the Proposed Project would result in a significant adverse change to the environment due to the demolition of a historical resource, the Office Complex, determined to be eligible by the SHPO as potentially eligible for listing in the California Register of Historical Resources and/or the National Register of Historic Places. Due to the Proposed Project's impact, preparation of an EIR is necessary.

The EIR shall consider and discussion alternatives to the Proposed Project as required by CEQA §15126.6 and may be found in **Chapter 3**.

In addition, the Findings of this DEIR determined that mitigation measures cannot adequately reduce the significant adverse impacts associated with the complete demolition of the potentially eligible historic resource to a level of less than significant. The Findings and Statement of Overriding Consideration are included with this EIR as **Appendix A**.

1.4.1 Structure and Contents of the EIR

The CEQA Guidelines § 15120(c) states that Draft EIRs shall contain the information required by §§ 15122 through 15131. The Final EIR shall additionally contain the subjects described in § 15132. The following table shows where the required items are found in this EIR.

Table 1-1: CEQA Required Content

CEQA Guidelines Content	Location in EIR
§15122 Table of Contents or Index	Beginning of the EIR
§15123 Executive Summary	Following the <i>Table of Contents</i>
§15124 Project Description	Ch. 2: <i>Project Description</i>
§15125 Environmental Setting	Ch. 4: <i>Environmental Setting.</i> Ch. 5: <i>Impacts that are Less than Significant or Result in No Impact</i>
§15126 Consideration & Discussion of Environmental Impacts	Ch. 4: <i>Environmental Impact Evaluation</i>
§15126.2 Consideration & Discussion of Significant Environmental Impacts	§4.5.3 <i>Historic Resources Environmental Impact Evaluation</i>
§15126.2(d) Growth-Inducing Impact of the Proposed Project.	§6.1 <i>Growth Inducing Impacts</i>
§15126.4 Mitigation Measures Proposed to Minimize Significant Effects.	Ch. 7: <i>Avoidance, Minimization, Mitigation Measures and Monitoring</i>
§15126.6 Alternatives to the Proposed Project.	Ch. 3: <i>Project Alternatives Considered</i>
§15128 Effects Not Found to be Significant	Ch. 5 <i>Impacts that are Less than Significant or Result in No Impact</i>
§15129 Organizations and Persons Consulted	§1.3: <i>Public Outreach</i> Ch. 8: <i>References</i>
§15130 Discussion of Cumulative Impacts	§6.2 <i>Cumulative Impacts</i>

Uses of This EIR

This DEIR has been prepared by the California Department of Parks and Recreation, Acquisition and Development Division, Southern Service Center. According to the California State Parks Department Operations Manual (DOM Chapter 0600), the Director, the Deputy Director of Operations, or Deputy Director of the Acquisition and Development Division, has the authority to accept a certified EIR as a “Final EIR” under CEQA Guidelines Section 15166 and approve the Notice of Determination.

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2 PROJECT DESCRIPTION

CDPR proposes to redevelop the recently acquired Block 409 parcel including demolition of the former Caltrans District 11 Office Complex. The new park space will serve as a gateway to OTSDSHP and will help re-connect Old Town's historic association with the San Diego River and enhance the Old Town San Diego National Register District. The Proposed Project will include contouring, landscaping and temporary improvements to provide visitor use, a sense of the historical setting, pedestrian circulation, spaces for interpretation and limited new parking facilities.

IPU development of the site shall be limited in specific areas to protect anticipated archaeological resources and to allow for potential future reconstruction of historic era structures. Permanent improvements such as historic structure reconstruction cannot take place as a part of this immediate public use project.

2.1 PROJECT LOCATION

The project site encompasses the recent land acquisition of Block 409 of the Old Town Subdivision, most recently owned by Caltrans, and is the first major acquisition to OTSDSHP since Block 408 (site of the McCoy House) in 1985. The project site is located approximately 3.5 miles northwest of Downtown San Diego, near the junction of Interstates 5 and 8 within the community of Old Town in the City of San Diego. The acquisition is 2.47 acres in size. The acquisition is bounded to the northwest by Taylor Street, northeast by Juan St., southwest by Calhoun St. and southeast by Wallace St. The Office Complex contains a total of 115,735 square feet of office space addressed 2829 Juan Street. See **Figure 2-1** and **Figure 2-2** for the vicinity and project site map, respectively.

OTSDSHP is surrounded by a number of different land uses. Some of these uses include other park lands and recreational resources including Presidio Park and Presidio Hills Golf Course. Numerous small commercial businesses surround OTSDSHP. Major transportation facilities vital to the region surround OTSDSHP including Interstates 5 and 8, the Old Town Transit Center, which facilitates mass transit including bus, light rail trolley, Coaster commuter rail and Amtrak passenger rail. Additionally, a range of residential uses including single family homes as well as higher density condominiums and apartments surround OTSDSHP. The community of Old Town's development is guided by the Old Town San Diego Community Plan.





Old Town San Diego State Historic Park

OTSDSHP was classified as a State Historic Park in 1968, a California State Landmark in 1969 and was included in the National Register of Historic Places-listed Old Town San Diego historic district in 1971. OTSDSHP was established to commemorate the first European settlement in California by preserving, restoring and/or reconstructing the historic landscape (including buildings, structures, infrastructure systems, topography and vegetation) to better interpret the historic events and lifeways of the areas inhabitants from the years 1821-1872. This time period covers the early days of Old Town San Diego's development from a pioneering Mexican pueblo to an Early American town. During this time San Diegans witnessed Mexico's independence from Spain in 1821, Mexican Cession of California to the United States in 1848 and the town's growth and decline as a commercial center for the region in the early 1870s.

Annual visitation to OTSDSHP is estimated at approximately six million. Visitors to OTSDSHP can experience life in "Early Southern California" via a blend of Mexican and American period historic and reconstructed buildings and landscape features and elements. The park features a visitor center, interpretive center, several house museums, period appropriate concessions all combining to provide a historical representation of the diverse ethnic, racial and cultural groups present in Old Town during the historic period.

Information and programs offered throughout OTSDSHP provide opportunities for visitors to learn more about California's earliest Euro-American settlement; from its native peoples, to its Hispanic roots, and through its transition to U.S. statehood. With a greater appreciation of how diverse people shaped, and continue to shape San Diego, visitors will better understand the connection of heritage and culture to the local, regional, and global communities to which we all belong.

2.2 PROPOSED PROJECT

The Proposed Project will establish IPU of Block 409. The Proposed Project would begin with the demolition of the Office Complex.

CDPR proposes to redevelop Block 409 through the demolition of the Office Complex and the development of this recently acquired new park space that will serve as a gateway to OTSDSHP and re-connect Old Town's historic association with the San Diego River. The Proposed Project will include removal of the Office Complex, including foundations and structural systems as needed, substantial grading/re-contouring, landscaping and temporary improvements to provide visitor use, a sense of the historical setting, pedestrian circulation, spaces for interpretation, and facilities for limited new parking. IPU development of the site shall be limited in specific areas to protect anticipated archaeological resources and to allow for potential future reconstruction of historic era structures.

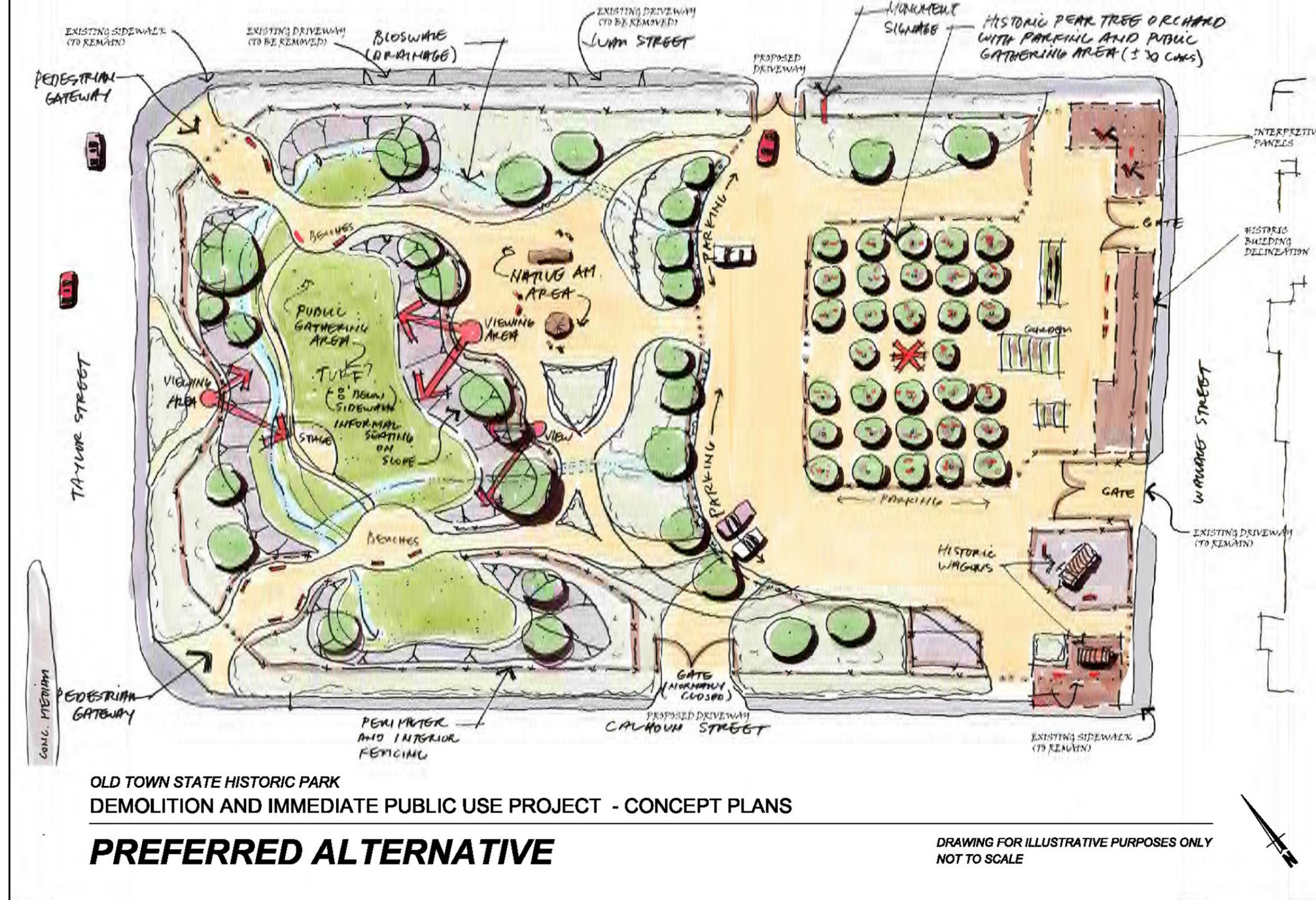
Due to Block 409 not having guidance for its use from a General Plan, IPU objectives can be met, however, permanent improvements such as historic structure reconstructions cannot take place as a part of the Proposed Project. The Proposed Project shall implement

IPU program objectives recommended by the Budget Package These objectives are explained in further detail following the Proposed Project Conceptual Plan (**Figure 1-1**:

- **Interpretation**
- **Landscaping**
- **Pedestrian Circulation**
- **Parking**

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Figure 2-3: Proposed Project Conceptual Plan



ACQUISITION & DEVELOPMENT DIVISION
Southern Service Center
2787 Truxtun Road, Barreille 26
San Diego, CA 92108
(619) 221-7000



CALIFORNIA STATE FIRE MARSHAL APPROVED
Approval of this plan does not constitute or approve any emission of carbon from applicable regulations. Final approval is subject to field inspection. One set of approved plans shall be available on the project site at all times.

Reviewed by: _____ Date: _____

DPS ACCESS COMPLIANCE REVIEW
ACCESSIBILITY SECTION
CERTIFICATION # _____

Reviewed by: _____ Date: _____

ACCESSIBILITY COMPLIANCE AND STATE FIRE MARSHAL REVIEW COMMENTS ARE ON FILE AT THE DEPARTMENT OF PARKS AND RECREATION, NORTH BEACH SERVICE CENTER

DESIGNED: RVP
DRAWN: RVP
CHECKED: SL
DATE: 01/13/15

REVISIONS	
Δ	DATE

OLD TOWN STATE HISTORIC PARK
DEMOLITION AND IMMEDIATE PUBLIC USE
CONCEPT PLANS
PREFERRED ALTERNATIVE

PROJECT NO.
14884P-77

SHEET NO.
1
01 of 01

OLD TOWN STATE HISTORIC PARK
DEMOLITION AND IMMEDIATE PUBLIC USE PROJECT - CONCEPT PLANS

PREFERRED ALTERNATIVE

DRAWING FOR ILLUSTRATIVE PURPOSES ONLY
NOT TO SCALE



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2.2.1 Office Complex Demolition

Project demolition, excavation and debris removal of the Office Complex, other associated structures, and paved surfaces shall be performed mechanically with light to heavy construction equipment. Below ground concrete demolition may also include chemical processes in addition to conventional demolition techniques. Some demolition may require the use of hand tools as conditions warrant. Effort shall be made to employ demolition techniques that will minimize impact to neighboring residences and businesses.

Due to the known presence of existing hazardous building materials contained within the Office Complex, a Hazardous Waste Remediation Plan shall be followed to ensure the health and safety of workers, and nearby property owners.

2.2.2 Interpretation

Interpretive elements have the potential to take a variety of program mediums. The requirement for IPU for the newly acquired state park property limits the level of development that can occur, however, creation of spaces for public interpretive programs and minimal interpretive signage and exterior exhibits are allowed. Although Block 409 has extensive historical uses both prior to and after, OTSDSHP's 1821-1872 interpretive period will be the primary topical and thematic focus.

The southeast side of the site, adjacent to Wallace Street contained several building sites that existed during OTSDSHP's prime interpretive period. These include: the Fitch Store, which operated as a mercantile store and residence; the Strauss Store, a dry goods store that also functioned as a residence; and the Lyons Bowling Saloon, which operated as a single-lane bowling alley and saloon. Reconstruction of these buildings won't be considered as part of the Proposed Project; however, they can be interpreted through interpretive programming. In addition, due to their potential for future reconstruction, and the limitations of IPU development, they will be protected during the Proposed Project.

In addition, Block 409 provides opportunity for enhancement of programming focused on the Kumeyaay presence, culture, traditions, and lifeways. The IPU provides such opportunities for such interpretation within the project area, focusing on the interpretive period, but acknowledging their prior history and ongoing ties to Old Town San Diego.

Temporary interpretive elements may include interpretive panels, landscaping, signage, temporary Kumeyaay and historic structures and historic vegetation elements. A large portion of the site that originally sloped down toward the San Diego Riverbed contained little to no development during the interpretive period. This allows for the ability to utilize this space in a variety of different uses as long as the use remains consistent with the goals of OTSDSHP.

Future Interpretive Opportunities and Recommendations

There are numerous opportunities that shall be considered as part of future projects within the Proposed Project footprint. Existing planning, documentation and research shall be followed for the appropriate implementation of these opportunities as noted below. However, at this time, they are not part of this Project's scope.

The 1992 OTSDSHP Interpretive Program recommends that CDPR reconstruct the Fitch adobe as a house museum or concession to tell the story of the building and its inhabitants including its use as a mercantile store to outfit immigrants and miners attracted to the California Gold Rush.

The Interpretive Program also recommends the reconstruction of the Strauss store to be operated as a dry good enterprise. The adjacent adobe residence would be reconstructed as well to serve as a house museum, interpreting the life of a representative example of a Jewish-American immigrant family's commercial enterprise within the context of San Diego's larger Jewish community.

Also recommended is the reconstruction of the Lyon's Bowling Saloon. It would preferably be adapted as a "historic house museum-type" saloon with a bowling lane to demonstrate an activity popular within its time period.

The Fitch Well Site is also a historic archaeological site that should be recognized and interpreted to better understand how residents of Old Town survived in a relatively arid environment.

2.2.3 Landscaping

Landscaping within Block 409 shall create a welcoming environment and act as a gateway for visitors to begin their exploration of OTSDSHP. Landscaping should provide a means of transitioning from the urbanized modern landscape of the surrounding environment to the interpretive period of 1821-1872 Old Town.

Although, in comparison to today, the site and region had minimal vegetation, period appropriate shade trees should be incorporated to provide respite from direct sunlight. Period representational vegetation (such as garden or orchard elements) may also be considered. In addition, ground-cover vegetation associated with a temporary interpretive "stage area" may be constructed to function for visitor events and interpretive activities. Some contouring and re-grading would help represent the site's historic association with the San Diego River bank. Gentle changes in topography would provide a sense of being within a river valley.

2.2.4 Pedestrian Circulation

The ability of visitors to access Block 409 will be made possible by circulation pathways. A combination of concrete and decomposed granite pathways will be used. These shall be made suitable to accommodate a range of visitors with different levels of mobility in compliance with the American with Disabilities Act (ADA). A balance shall be struck

between a circulation system that allows for access to Block 409, while also reserving space for other activities such as walking and discovering interpretive or educational information.

2.2.5 Parking Area

While parking in Old Town is a valued commodity for both the OTSDSHP and the local business/tourist community, the limited space of Block 409 is best utilized to enhance the visitor experience. To meet the parking needs of visitors as well as provide usable park space, the development will include multi-purpose space for both visitor use and parking. Parking shall be limited to no more than 40 spaces to minimize traffic impacts and meet the other IPU objectives. The incorporation of landscaping into parking facilities shall minimize the feel of being within a traditional parking lot.

2.2.6 Utilities and Drainage

Existing water, sewer, electrical, telephone and gas utilities located on site will be modified. It is expected that a minimum of one water meter will remain active. Other utilities will be capped and meters/services decommissioned by the utility entity having jurisdiction. The existing pad mounted SDG&E transformer will likely remain for the possible installation of a new meter pedestal for future electrical service.

Development of the site for visitor use shall commence pending the completion of a drainage plan to ensure that the maximum amount of stormwater that the site collects can be absorbed through permeable landscaping. Bioswales and other permanent water treatment mechanisms shall be utilized to hold stormwater, allow it to percolate underground and minimize runoff. There will be a substantial reduction of impervious surfaces. The runoff generated from improvements will be detained and treated on site.

2.3 CONSTRUCTION MANAGEMENT

Timeframe

Construction timeframe windows will be placed on the project to minimize disturbance to the residents and business community of Old Town and the operations of OTSDSHP.

Work hours shall be between 7 AM and 5 PM, Monday through Friday, with no work on Saturdays or Sundays. Access by large, noisy equipment to the work site shall also be limited to the above hours.

Staging/Access

Staging and/or storage for the project shall occur within the project site or within Lot F adjacent to Calhoun Street. If used for staging, this lot will be restored to its existing function including any needed repairs to the parking facility before completion of construction. It is not anticipated that Lot F will be used for heavy equipment staging, however, sections could be used for temporary debris storage if needed. Impact to

existing parking stalls will be minimized to ensure continued visitor use during construction.

Access shall be maintained to nearby businesses and residences throughout project construction. It has been determined that no actions are needed to maintain this access, but may be implemented if a conflict arises.

Construction BMPs

Due to grading required for the near entirety of the 2.7 acre Project site, Best Management Practices (BMPs) will be used to protect water quality. Sediment control during construction will be implemented through a variety of erosion control features or construction BMPs identified as part of the comprehensive *Storm Water Pollution Prevention Plan* which will prevent or minimize the potential of sediment leaving the construction site. No chemical discharges from debris are expected. Electrical and ventilation equipment is being treated as hazardous material where appropriate. The erosion control and grading plans will include:

- 1) minimizing the extent of the disturbed area and duration of exposure,
- 2) stabilizing and protecting the disturbed area as soon as possible,
- 3) keeping runoff velocities low,
- 4) protecting disturbed areas from contact with runoff,
- 5) retaining sediment within the construction area, and
- 6) heavy equipment lubricant containment.

The construction BMPs tools that will be applied to the project may include but are not limited to:

- 1) temporary desilting basins,
- 2) silt fences,
- 3) gravel bag barriers,
- 4) temporary soil stabilization through mattress or mulching,
- 5) temporary drainage inlet protection with filtration inserts,
- 6) diversion dikes and interceptor swales, and
- 7) regular maintenance of installed sediment/debris control devices

To minimize or avoid air quality impacts from construction, the following may be implemented but are not limited to:

- 1) haul trucks shall be covered when loaded with fill;
- 2) paved streets shall be swept at least once per day where there is evidence of dirt that has been carried onto the roadway;

- 3) exposed dirt shall be sprayed with water to minimize dust and dust plumes;
- 4) inactive disturbed areas shall be revegetated as soon as feasible to prevent soil erosion;
- 5) open storage piles that will remain on-site for two or more days shall be applied with water once per hour, or coverings shall be installed;
- 6) all haul vehicles shall be covered or shall comply with vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads to prevent paved road track-out; and
- 7) during high wind conditions (wind speeds in excess of 25 miles per hour), all earthmoving activities shall cease or water shall be applied to soil not more than 15 minutes prior to disturbing such soil.

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3 PROJECT ALTERNATIVES CONSIDERED

The consideration of alternatives to the proposed project is required by CEQA §15126.6. Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment, alternatives which are capable of avoiding or substantially lessening any significant effects of the project should be considered [CEQA §15126.6(b)]. This would include the significant adverse impact caused by the demolition of the portion of the Office Complex, which is potentially eligible for inclusion in the California Register of Historic Resources and/or National Register of Historic Places. As such, several alternatives that would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen this significant impact were considered. These alternatives and their feasibility are presented below. Conceptual plans of alternatives that were considered are found below as **Figure 3-1**.

The analysis of the Proposed Project and alternatives shall be used to initiate consultation with the SHPO in compliance with the provisions of the CDPR's Memorandum of Understanding (MOU) and Public Resources Code Section 5024.5.

3.1 RETENTION OF THE PADEREWSKI DESIGNED SECTION (ENVIRONMENTALLY PREFERRED ALTERNATIVE)

Project Description

In order to consider an alternative that would avoid the significant adverse impact caused with the demolition of the entire Caltrans District Office Complex, this alternative was considered to allow for the reuse of the original 1953 constructed portion of the Office Complex, designed by noted architect, C.J. Paderewski. The 1953 built section established the International architectural style and historic character of the Office Complex. This alternative would demolish the contributing 1959 addition and the non-contributing 1964 addition and allow for their sites to be redeveloped. Limited exploration of use of the 1953 built section of the Office Complex took place due to its retention resulting in difficulty in meeting the Project's IPU objectives.

This alternative would meet some of the IPU objectives. The removal of the non-contributing 1958 and 1964-built office wings would allow CDPR an opportunity to more fully investigate sub-surface areas of the southeastern half of Block 409. Removal of the two additions would still allow for investigation of historic archaeological resources such as foundations, features, and artifacts associated with important commercial buildings and other historic sites that would be likely contributors to the Old Town San Diego National Register District.

Interpretation elements would be considered under this alternative and could take place within the retained 1953 construction portion. This alternative would reserve specific areas of the Project site for historic structure reconstruction as is recommended in the Proposed Project.

Landscaping would include the use of limited new plantings and could utilize existing plantings and infrastructure already present surrounding the Office Complex to reduce

the resources necessary to prepare the site for public use. An extensive amount of mature non-historic plantings already exist within the site including various groundcover, shrubs and trees. Keeping mature trees would minimize the time necessary to grow new plantings and would provide shaded space for visitors upon opening the site for public use. However, existing landscaped plantings are not compatible with those which would have historically been present when the site was part of the San Diego River watershed.

Circulation of visitors throughout the site will be possible under this alternative and would include new accessible routes.

To accommodate additional parking onsite, the reuse of existing parking onsite would be preferable with the potential for some additional parking spaces. The site would be designed to be flexible in order to accommodate further space for automobile parking when special events are being held at OTSDSHP.

Resource Significance

CDPR determined that this alternative would retain enough of the Office Complex to avoid overriding significant impacts to the historic resource with mitigation to address the loss of the contributing 1959 addition.

CDPR contends that removal of the two additions would therefore not result in the complete loss of a historic resource and still retain its most character-defining International Style elements designed by original architect Paderewski. As such the most character-defining portion of the Complex would be retained and avoid the complete loss of the potentially eligible historic property.

Determination Not to Carry Forward

However, maintaining the 1953 built section of the Office Complex would eliminate the ability to construct a historically accurate interpretation of the San Diego riverbank, as its location is the same as the 1953 built section of the Office Complex. Interpretation could take place within the 1953 building as a potential space to expand visitor services.

Several considerations make retaining any portion of the Office Complex infeasible or challenging. Maintaining the building in an unoccupied state the length of time necessary to plan for its reuse would place financial hardship on CDPR due to the recurring costs of securing and maintaining the Office Complex. It is currently unable to be occupied due to the presence of hazardous materials that pose substantial adverse health risk.

Additionally, the Office Complex is not compatible either physically or contextually with the other buildings present within OTSDSHP. Incorporating the building into OTSDSHP would be greatly disruptive to the mission and vision of the park which is preserving and representing life in early San Diego, specifically from 1821-1872. The retention of the 1953 built section would result in difficulty creating a new entrance gateway into OTSDSHP by blocking views from Taylor Street into OTSDSHP and not add to the OTSDNRD.

3.2 FULL DEMOLITION AND MINIMAL IMPROVEMENT TO PROJECT SITE

This alternative would demolish the entire Office Complex. Implementation would then proceed to meet the objectives of IPU described within the Budget Package. This would allow for Immediate Public Use of the site with limited development and limited financial commitment.

This alternative would result in an adverse significant impact to a National/California Register-eligible historic resource due to its full demolition.

In the event that the demolition and hazardous waste remediation of the Complex consumes a large portion of the Project's total budget, this alternative may be preferable due to the limited amount of development that it proposes to the Project site. Additional substantial costs could also be incurred from the necessary archaeological monitoring and recordation of the Project site.

Interpretation elements would be considered under this alternative, but may be further limited in their scope if demolition and remediation are substantial efforts. This alternative would reserve specific areas of the Project site for historic structure reconstruction as is recommended in the Proposed Project.

Landscaping would include the use of limited new plantings and would utilize existing plantings and infrastructure already present surrounding the Office Complex to minimize the cost of preparing the site for public use. An extensive amount of mature plantings already exist within the site including various groundcover, shrubs and trees. Keeping mature trees would minimize the effort in developing an entirely new landscape and would provide shaded space for visitors immediately upon opening the site for public use. Grading of the site would be minimal and would utilize the existing topography.

Circulation of visitors would likely take the form of less defined pathways throughout the Project site in order to lessen financial resource needs. However, circulation throughout the site will still meet ADA accessibility guidelines.

To accommodate additional parking onsite, reuse of existing parking shall be considered along with a modest increase in new parking spaces. The space would be flexible to accommodate additional parking when special events are held at OTSDSHP.

3.3 NO PROJECT ALTERNATIVE

By not carrying out any demolition or improvements to the site, no public use would be provided. CDPR would continue to be responsible for maintaining the building and ensuring it remains secure and would incur the costs of these efforts. None of the objectives outlined within the Budget Package would be implemented. However, little to no environmental impact would be incurred by this alternative.

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4 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION

The following chapter provides a description of the setting, including resources within Block 409 or in the surrounding area. The resources and issues described are those established within CEQA Guidelines. This is followed by evaluation of impacts to issue areas that would occur from construction and operation of the Proposed Project. Lastly, mitigation measures are provided to limit impacts to a less-than-significant level, whenever feasible.

4.1 AESTHETICS

4.1.1 Regulatory Setting

California Environmental Quality Act

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of aesthetic, natural, scenic and historic environmental qualities” (CA Public Resources Code [PRC] Section 21001[b]).

Visual Impact Assessment for Highway Projects

Although the Proposed Project does not include highway development, the Visual Impact Assessment for Highway Projects (Federal Highway Administration, provides beneficial guidelines that can be applied to assessing the visual changes that will occur based on the proposed action to demolish the Office Complex. Concepts including understanding the existing and proposed visual environment, visual resources, viewer sensitivity and a means of measuring the impact of the changes that would occur shall be considered.

4.1.2 Environmental Setting

In substantial contrast to the setting during its interpretive period, Old Town San Diego and OTSDSHP are now enveloped by urban development. Major transportation corridors for regional travel surround OTSDSHP including rail and interstate freeways. The original informal Mexican Era street layout surrounding the plaza was formalized with the arrival of the Americans and the creation of the original 1849 subdivision map that plotted and named the existing streets.

While the spatial orientation of OTSDSHP remains true to the 19th century interpretive period, the streets differ from their original construction materials and are now a mixture of asphalt and concrete paving. Additionally, decomposed granite paving and earthen surfaces currently make up much of the “historic landscape” areas. As Old Town evolved beyond the prime interpretive period after 1872, other buildings and landscape elements were added. After creation of OTSDSHP in 1968, some of these “modern” improvements have remained, or have been adapted for OTSDSHP’s use. Although the purpose and goals are to replicate the 19th century landscape, OTSDSHP today includes modern 20th century buildings and park improvements.

OTSDSHP's primary land use is to operate as a state historic park that includes period "house museums," formal interpretive exhibits and displays, park support facilities, and a range of period-interpreting commercial businesses operated by concessionaires. The historic central plaza is a public space that is used for picnicking and a range of different events and festivals. A variety of open spaces may be found off the central plaza that accommodates additional activities associated with the nearby buildings.

Existing landscaping surrounding the former Caltrans District 11 Office Complex includes a mixture of turf, shrubs and mature tree plantings. See **Table 4-1** for a plant inventory onsite.

Table 4-1: Project Site Plant Inventory	
Botanical Name	Common Name
TREES	
Cyathea cooperi	Australian Tree Fern
Erithrina caffra	Coral Tree
Eucalyptus alba	White Gum
Ficus microcarpa nitida	Indian Laurel Fig
Jacaranda mimosifolia	Jacaranda
Lagunaria patersonia	Cow Itch Tree
Liquidambar styraciflua	Sweet Gum
Melaleuca quinquinervia	Broad-leaved Paperbark
Phoenix Canariensis	Canary Island Date Palm
Pittosporum undulatum	Victorian Box
Pyrus calleryana	Ornamental Pear
Schinus molle	California Pepper
Strelitzia nicolai	Giant Bird of Paradise
Syagrus romanzoffiana	Queen Palm
Trachycarpus fortunei	Windmill Palm
Washingtonia robusta	Mexican Fan Palm
SHRUBS	
Agapanthus africanus	African Lily
Clivia miniata	Kaffir Lily
Gravillea noellii	Noel's Grevillea
Hibiscus rosa sinensis	Hibiscus
Melaleuca nesophila	Pink Melaleuca
Philodendron bipinnatifidum	Split leaf Philodendron
Phormium tenax	New Zealand Flax
Phyllostachys	Bamboo
Pittosporum tobira	Japanese Mock Orange
Pittosporum tobira "Wheeler's Dwarf"	Dwarf Japanese Mock Orange
Raphiolepis indica	Indian Hawthorn
Strelitzia reginae	Bird of Paradise
Yucca schidigera	Spanish Dagger
VINES	
Bougainvillea	Bougainvillea
Macfadyena unguis-cati	Cat's Claw Vine
GROUND COVER	
Asparagus densiflorus	Asparagus fern
Hedera helix	English Ivy
TURF	
Bermudagrass and mixed	Bermudagrass and mixed

4.1.3 Environmental Impact Evaluation

In accordance with Appendix G of the CEQA Guidelines, the project would have a significant impact on aesthetic resources if it would:

1. *Have a substantial adverse effect on a scenic vista?*

Views from the project site at ground level provide limited views in any direction. The site sits at a low elevation with views restricted to primarily other properties directly across the street from the Project Site. This includes the replacement Caltrans District 11 Office Complex across Taylor Street to the northwest, the OTSDSHP visitor Parking Lot F including limited views of the Native Plant Garden and McCoy House to the southwest, the northwest side entrance to the Fiesta de Reyes within OTSDSHP to the southeast and restaurants and commercial space to the northeast. None of these views are considered particularly valuable or significant. Therefore, impacts would be less than significant due to limited scenic views from the project site.

2. *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No scenic highways are near the site of the Proposed Project. There will likely be views from Interstate 5 traveling north that will result in a change in view of the Project site without the presence of the Office Complex. A developed office space occupied by multi-story buildings will be replaced with a less dominating landscaped park space with little to no structures. I-5 is not designated a scenic highway along this stretch of the freeway. Views of the block are limited to just a few seconds while traveling along the raised portion of I-5 near the project site.

A National Register eligible office complex shall be removed entirely from the project site to provide public use. Impacts resulting from its removal are found within §4.5.3. Views available from locations surrounding the Proposed Project site are provided within §2.2 & Chapter 3. There would be no impact to scenic resources visible within a state scenic highway.

3. *Substantially degrade the existing visual character or quality of the site and its surroundings?*

By removing all of the former Caltrans District Office Complex, the visual character of the community of Old Town shall be changed substantially. However, this will result in the Proposed Project area being more cohesive with the adjacent OTSDSHP due to the multi-story International style being removed from the viewshed. With this building removed, the redeveloped park space shall better serve as one of several entrances into OTSDSHP. Conversely, many viewer groups including residents and employees working in the vicinity of the Proposed Project who pass by the Complex frequently will notice a stark change with the removal of the Complex as it has been a fixture in its current location for over 60 years.

Visual change due to landscaping planting may be substantial based on all new plantings that are chosen to complement the Proposed Project. The Proposed Project's landscape plantings will be a combination of those that replicate historic land use along the San Diego riverbank during the interpretive period.

4. *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Lighting may be used to accent the Proposed Project site, aid with programming as well as provide security. Lighting would be used only as needed to meet these needs and will have less-than-significant impact on day or nighttime views.

4.1.4 Avoidance, Minimization, Mitigation

Visual-1: CDPR shall continue outreach with the community, regular park users and business owners in Old Town community to gain support for the design of the park space to minimize visual impact to key user groups.

Visual-2: CDPR Landscape architects and historians shall coordinate in developing the design for the project site.

Visual-3: Comments received during the EIR process regarding design shall be evaluated for compatibility and incorporated when appropriate.

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4.2 ARCHAEOLOGICAL RESOURCES

4.2.1 Regulatory Setting

Federal

National Register of Historic Places

The National Historic Preservation Act (NHPA) established the National Register of Historic Places (NRHP) to recognize resources associated with the country's history and heritage. Criteria for listing on the NRHP pursuant to Title 26, Part 63 of the Code of Federal Regulations are: significance in American history, architecture, archaeology, engineering, and culture as presented in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that are either: (a) associated with events that have made a significant contribution to the broad patterns of our history; (b) associated with the lives of persons significant in our past; (c) embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or (d) have yielded, or may be likely to yield information important to history or prehistory. Criterion (d) is usually reserved for archaeological resources. Properties eligible for the NRHP must be of sufficient age, be proven through scholarship to meet at least one of the significance criteria, and exhibit integrity of the features, elements, and/or informational value which provides the property or resource its documented historical or archaeological significance.

State

California Environmental Quality Act

Public Resources Code (PRC) Section 21080.3.1 requires a lead agency to begin consultation with California Native American tribes prior to the release of an EIR for a project if the tribe has requested such consultation in writing.

Section 21083.2 (a) of the PRC states that the lead agency shall determine whether a project may have a significant effect on archaeological resources, and if so, shall address the issue of those resources.

In addition, PRC Section 21084.1 states that a project may have a significant effect on the environment if that project may cause a substantial adverse change in the significance of a historical resource (a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources).

The CEQA guidelines (CCR, Title 14, Division 6, Chapter 3, Article 5) Section 15064.5 gives the criteria for determining the significance of impacts to Archaeological and Historical Resources. These criteria follow closely those established for the determination of eligibility to the NRHP (see above).

California Public Resources Code 5024.5

Public Resources Code 5024.5 states: “(a) No state agency shall alter the original or significant historical features or fabric, or transfer, relocate, or demolish historical resources on the [agency’s] master list...” This law also obligates State agencies to adopt prudent and feasible measures that will eliminate or mitigate any potential adverse effects a proposed project may have upon a listed historical resource. CDPR’s internal project review processes include provisions for ensuring compliance with this mandate in addition to the provisions included under CEQA.

Authority for determining compliance for PRC 5024.5 rests with the State Historic Preservation Officer (SHPO). CDPR has a Memorandum of Understanding (MOU) with the SHPO for ensuring compliance with the Public Resources Code Section 5024.5 review process.

California Senate Bill 297 (1982)

SB 297 addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented in the event that Native American remains are discovered during construction of a project; and establishes the authority of the Native American Heritage Commission to resolve disputes regarding the disposition of such remains. SB 297 has been incorporated into Section 15064.5(c) of the CEQA Guidelines.

California Health and Safety Code 7050.5 and California Public Resources Code 5097

Health and Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and 5097.98 outline procedures to be followed in the event human remains are discovered during the course of a State of California project. If human remains are encountered, all work must stop at that location and the County Coroner must be immediately notified and advised of the finding. The County Coroner would investigate “the manner and cause of any death” and make recommendations concerning treatment of the human remains. The County Coroner must make their determination within two working days of being notified. If the human remains are determined to be Native American, the County Coroner shall contact the California Native American Heritage Commission. The Commission would in turn “...immediately notify those persons it believes to be most likely descended from the deceased Native American.” The descendants would then inspect the site and make recommendations for the disposition of the discovered human remains. This recommendation from the most likely descendants may include the scientific analysis of the remains and associated items.

California Public Resources Code 5097.5 and 5097.7

Public Resources Code Section 5097.5 as amended, and Section 5097.7, strengthens existing State law regarding criminal penalties and restitution for crimes of archaeological site vandalism, theft of archaeological materials or artifacts in curation facilities, and damages to historic buildings and other cultural properties on State and local government lands. These sections closely follow federal law, specifically the Archaeological Resources Protection Act of 1979.

4.2.2 Environmental Setting

The setting for historic and cultural resources both within and surrounding the Proposed Project site includes information found in *Historical Context, Archaeological Research Design for the Treatment of Inadvertent Discoveries, and Mitigation Monitoring Plan for the Demolition of the Former Caltrans District 11 Office Complex, 2829 Juan St., San Diego, Old Town State Historic Park, California.*

Prehistoric Period Background

It is difficult to precisely indicate at what points in time inhabitants were residing in or near the Proposed Project site. However, resources that make up the San Diego River watershed indicate that inhabitants were very likely supported in or near the project site. The following provides some key information regarding the prehistory of San Diego County, which is generally divided into three major periods: Paleo-Indian, Archaic, and Late Prehistoric. These time periods are characterized by patterns in material culture that are thought to represent distinct regional trends in the economic and social organization of prehistoric groups.

Paleo-Indian Period

Current models indicate that humans first entered North America between 15,000 and 12,000 years before the present (B.P.). The earliest recognized period of California prehistory is termed Paleo-Indian, or in the San Diego County chronology “San Dieguito.” In southern California, this period is usually considered to date from at least 10,000 B.P. until 8500 to around 7,200 B.P. Based upon rather scant evidence from a small number of sites throughout San Diego County, it has been hypothesized that the people linked to the San Dieguito complex lived within a generalized hunter-gatherer society with band-level organization. The artifact assemblages of these sites consist almost entirely of flaked stone tools including scrapers, choppers, and large projectile points.

Archaic Period

The Archaic period (also referred to as the Early Milling Stone period) or in the San Diego County Chronology as the La Jolla complex) extended back at least 7,200 years, possibly to as early as 9000 B.P. Archaic period subsistence is generally considered to have differed from Paleo-Indian period subsistence in two major ways. First, gathering activities were emphasized over hunting, with shellfish and seed collecting of particular

importance. Second, groundstone technology, frequently employing portable grinding slabs, was developed. The shift to littoral exploitation from a land-based focus is traditionally held to mark the transition from the Paleo-Indian period to the Archaic period. Early Archaic occupations in San Diego County are most apparent along the coast and the major drainage systems that extend inland from the coastal plains.

Late Prehistoric Period

The centralized and seasonally permanent residential patterns that had begun to emerge during the Archaic period became well established in most areas during the Late Prehistoric period. Inland semi-sedentary villages appeared along major watercourses in the foothills and in montane valleys where seasonal acquisition of acorns and piñon nuts was common. The Late Prehistoric period is represented in the northern part of San Diego County by the San Luis Rey complex and by the Cuyamaca complex in the southern portion of the county. The San Luis Rey complex is the archaeological manifestation of the Uto-Aztecan (Takic) predecessors of the ethno-historic Luiseño, while the Cuyamaca complex reflects the material culture of the Yuman ancestors of the Kumeyaay (also known as Diegueño or Ipai and Tipai). The artifact assemblages of the late Prehistoric period reflect new technologies such as pottery and small projectile points for arrows.

Ethnohistoric Period

The Kumeyaay inhabited a diverse environment including marine, foothill, mountain, and desert resource zones. The region inhabited by the Kumeyaay probably extended from Agua Hedionda Lagoon eastward into the Imperial Valley and southward through much of northern Baja California including the project area adjacent to the San Diego River watershed.

Ethnohistoric documentation places the Kumeyaay village of Cosoy (Kosoi) within or near the Project area at the western base of Presidio Hill. The village was probably relocated or dispersed after the arrival of the Spanish. Cosoy was the first Native American settlement contacted in Alta California by the 1769 Spanish expedition to establish the mission and presidio. Archaeological investigations across the area indicate that the lower river terraces, characterized by a mosaic of bar-and-swale topography and small marshy wetlands, were seasonally occupied by people practicing a mixed economy focused on both riverine and terrestrial resources. Activity areas shifted away from the river to upper terrace occupation areas during the winter flood season.

Archaeological Investigations

Numerous archaeological excavations and studies have taken place within the vicinity of the Project area. The results of these previous investigations can be used as a guide to the types and date ranges of possible archaeological deposits within the Project area, any preservation issues, and the possibility of discovering prehistoric artifacts including human remains.

Table 4-2**Archaeological Work Record within the Vicinity of the Project Site**

Project Title	Author(s)	Date(s)	Summary of Investigation
OTSDSHP, Schematic Master Plan	Brandes	1974,1975	Details of early development within Old Town
Calhoun St. Parking Lot	Kupel	1982	Land use history for parking lot across Calhoun from Project Site
Archaeological Investigations at OTSDSHP, Volume I & II	Flower et al.	1982	Identified deposits within utility trenches, residential refuse depots from 1850s to modern times
OTSDSHP Entrance Redevelopment Project	Davis, Felton	1996	Compilation of historic primary and secondary sources for land use history of Blocks 408, 407, 427, adjacent to Project Site
Archaeological Treatment Plan for Entrance Redevelopment Project	Felton, Farris	1997	Identification of 9 historic period archaeological sites, 1 prehistoric archaeological site, study of time periods within Old Town
Reconstruction Archaeology at the Silvas-McCoy Site	Felton, George	1997	Adobe foundation excavation, postholes for ramadas or jacal-style buildings
OTSDSHP Entrance Redevelopment Project	Davis	1997	Analysis of 11 historic archaeological sites and 5 historic structures, and one prehistoric archaeological site
Monitoring and Trenching for the Caltrans District 11 Office	Bowden-Renna, Dolan	2006	Preconstruction trenching and monitoring, identified 66 historic features, All features determined not significant by SHPO
Historic Period Lithic Tech. in Old Town San Diego	Sampson, Bradeen	2006	Analysis of lithic and glass artifacts from 1990s excavation of Block 408
Investigation of Casa de Estudillo Yard	Smith, Ruston, Sampson	2009	Archaeological excavations for restroom replacement
Testing Report and Data Recovery Program for Juan St. Repavement Project	Davidson, McLean	2010	Evaluated CA-SDI-13655H, historic site dated from 1850s to early 1900s with substantial Native American presence. The site was eligible for CRHR
Results of Soil Core Sampling for Juan St Repave Project	McLean	2012	Testing for remains of Soto House Adobe within project footprint returned negative results
Native American Participation in the Case de Bandini Household	Schaefer	2012	Identification of archaeological evidence of local Kumeyaay Indians during excavation in the Casa de Bandini
Monitoring Report for Rehab Activities	Roy	2014	Monitoring at intersection of Taylor and Juan Streets resulting in no cultural resources
Research into the report of human remains identified during the construction of the 1953 Caltrans District 11 Office Building	ASM	2014	Oral accounts of at least one Native American cremation in an olla during 1953 construction of Caltrans District 11 Office, ASM attempted to validate report and determine potential for additional cremations

4.2.3 Environmental Impact Evaluation

In accordance with the CEQA Guidelines, the proposed project would have a significant impact on archaeological resources if it would:

1. *Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?*

The Area of Potential Effect (APE) has substantial potential for containing a range of archaeological resources based on the resources that have been identified within a 0.25 mile radius of the APE. A single recorded site, the Fitch House Site is located within the APE, and may include foundation remains of the house; however only a single privy has been identified during previous archaeological investigations. Through application of the Proposed Project's treatment plan and research design, this site should not be adversely impacted by the Proposed Project and thus result in less-than-significant impact to archaeological resources.

2. *Disturb any human remains, including those interred outside of formal cemeteries?*

Ground-disturbing activities conducted in association with the demolition and removal of the Office Complex have the potential to disturb human remains. Reports of the discovery of a Native American cremation in an olla during construction of the Office Complex in the 1950s were noted and investigated by ASM Affiliates during development of the treatment plan for this project. The oral account was attributable to June Redding, Director of the Whaley House Museum at the time, who is said to have witnessed the discovery. No official records of such a discovery were located.

4.2.4 Avoidance, Minimization, Mitigation

The use of the following measures should result in less-than-significant impact to archaeological resources within the Proposed Project's APE.

Arch-1: All ground-disturbing activities shall be monitored by a qualified archaeologist and a Native American monitor. Monitors shall observe all new earthwork and inspect back dirt piles for artifacts. Monitoring logs shall be completed for each day that monitoring is undertaken, including photographs of the project area and records of construction activities. Any discoveries (including diagnostic isolates) shall be accurately plotted in order to document distribution and create working field maps and final report-quality maps.

Arch-2: If archaeological features or potentially significant concentrations of artifacts are encountered during monitoring, all ground-disturbing activities will immediately be redirected away from the discovered resource to allow for its evaluation and appropriate treatment. This evaluation will be undertaken by the archaeological Principal

Investigator at the Southern Service Center or their designee. The discovery site shall be flagged to protect it from further construction impacts. Once the feature or deposit has been exposed to the extent possible, CDPR archaeologists shall assess the eligibility of the feature or deposit and make a determination as to avoidance, protection, or implementation of mitigation measures such as data recovery.

Arch-3: In the event of an accidental discovery or recognition of any human remains within the project area in any location other than a dedicated cemetery, the following steps shall be taken. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the San Diego County Medical Examiner has been contacted to determine that no investigation of the cause of death is required. If the Medical Examiner determines the remains to be Native American, the Medical Examiner shall contact the Native American Heritage Commission within 24 hours.

The Native American Heritage Commission shall identify the person or persons it believes to be the Most Likely Descendent/s (MLD) of the deceased Native American. As provided in Public Resources Code Section 5097.98, the MLD may make recommendation for treatment or disposition with appropriate dignity, of the human remains and any associated grave goods. Alternatively, where the conditions listed below occur, an authorized representative of CDPR shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. The conditions are: (1) that the Native American Heritage Commission is unable to identify an MLD, or (2) the MLD fails to make a recommendation within 24 hours after being notified by the commission, or (3) CDPR rejects the recommendation of the MLD, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to CDPR. California Department of Parks and Recreation's policy regarding the treatment of human remains is consistent with these guidelines.

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4.3 GEOLOGY, SOILS, GEOLOGIC HAZARDS

4.3.1 Regulatory Setting

Alquist-Priolo Fault Zoning Act

The State of California passed the Alquist-Priolo Fault Zoning Act in 1972 in response to the 1971 San Fernando Earthquake in order to address surface rupture hazards to human-occupied structures. Its main purpose is to prevent the construction of structures along active faults.

Seismic Hazards Mapping Act

The Alquist-Priolo Fault Zoning Act addresses only surface fault rupture, resulting in earthquakes. To assess the risk associated with other seismic hazards, California passed the Seismic Hazards Mapping Act. Hazards that this Act addresses include liquefaction, landslides and strong seismic ground shaking. Under this Act, the State Geologist is required to identify and map the locations of secondary seismic hazards.

4.3.2 Environmental Setting

Geology

The project site's geology is comprised of Cenozoic sedimentary rocks consisting of alluvium (mostly Holocene, some Pleistocene), Quaternary non-marine and Quaternary marine. The site is within the Peninsular Ranges geomorphic province.

Soils

The Natural Resource Conservation Service (NRCS) claim that soils near the Proposed Project site as Tujunga Sand. The Tujunga series of soils consists of very deep, somewhat excessively drained soils formed in alluvium weathered mostly from granitic sources. Tujunga sands have negligible or very low runoff; rapid permeability with flooding ranging from none to frequent based on precipitation. Use of this soil type is primarily grazing. Some may be used for rowing citrus, grapes and other fruits. Uncultivated areas have a cover of shrubs, annual grasses and forbs. They are found within alluvial fans and flood plains and have slopes of 0 to 9 percent. Mean annual precipitation of these soils is about 16 inches and a mean annual air temperature of 62°F.

This soil becomes moist below a depth of about 12 inches from October to December and remains partially moist from depths of 12 to 35 inches until April or May. Soil textures include sands or loamy sands, with more than 35% combined coarse and very coarse sand. Thin strata with silt sized particles or similar finer textures are lacking, though considerable stratification of coarse material is present. Rock fragments make up 2 to 35% by volume. Clay content ranges from 0 to 5%. The soils are slightly acid to neutral in the upper part and are slightly acid to slightly alkaline in the lower part.

Existing soils as reported in the “log of borings” per the 1958 construction drawings are primarily clayey and silty sands. Grading plans from 1964 indicate that the portion of the site fronting Taylor Street was constructed on fill. If the fill was imported versus balanced on site, it is assumed that the standard specifications for Public Works projects at the time would have required primarily coarse/well drained material or most likely material generally designated as “structural backfill”. It can be assumed that the in-situ material has a very low expansive potential and is well drained. While being well drained, the material is adequately cohesive to be compacted to a desirable level. Using a recent survey of the site using vertical datum NAVD88 conducted by the Department in 2011 and from “boring logs” dated 1958 the water table was at approximately elevation 4.2’ or nearly 12 feet below the building finish floor elevation of 16’. A more recent report of borings per a 2000 study of the site and adjacent areas by Caltrans indicates a deeper water table residing at approximately elevation 1’ or nearly 15 feet below building finished floor.

Seismic Hazards

A number of faults exist within the immediate vicinity of the project site. These faults include the Rose Canyon fault, approximately 2.75 miles to the north, and Coronado Bank faults, approximately 3.7 miles to the southeast. These faults occur as a result of crustal stresses associated with movement of the Pacific and North American lithospheric plates. Historic documentation recorded a strong earthquake which occurred on May 27, 1862, resulting in damage to Old Town and resulting in cracks in the earth near the San Diego River mouth. Descriptions suggest it had a magnitude of about 6.0.

4.3.3 Environmental Impact Evaluation

In accordance with the CEQA Guidelines, the proposed project would have a significant impact related to seismic hazards if it would:

1. *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving*
 - a. *The rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*
 - b. *Strong seismic ground shaking?*
 - c. *Seismic-related ground failure, including liquefaction?*
 - d. *Landslides?*

Review of Alquist-Priolo Fault mapping shows presence of two faults within proximity: the Rose Canyon and Coronado Bank faults.. Due to relatively significant seismic events having taken place in Old Town’s history, mitigation should be incorporated that follows the latest version of the California Building

Code (CBC) to minimize the risk of loss, injury or death. With adherence to the CBC , impact should be less than significant

2. *Result in substantial soil erosion or the loss of topsoil*

Temporary soil instability may occur during construction. A substantial amount of grading shall take place to prepare surfaces for development of paving, landscaping, bioswales and minimal slope sculpting. Appropriate soil stability BMPs, including development and implementation of a SWPPP shall ensure impacts remain less than significant.

3. *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

Review of existing soils as reported in the “log of borings” per the 1958 construction drawings are primarily clayey and silty sands. Grading plans from 1964 indicate that the portion of the site fronting Taylor Street was constructed on fill. If the fill was imported versus balanced on site, it is assumed that the standard specifications for Public Works projects at the time would have required primarily coarse/well drained material or most likely material generally designated as “structural backfill”. It can be assumed that the in-situ material has a very low expansive potential and is well drained. While being well drained, the material is adequately cohesive to be compacted to a desirable level. A more recent report of borings per a 2000 study of the site and adjacent areas by Caltrans indicates a deeper water table residing at approximately elevation 1’ or nearly 15 feet below building finished floor. It can be concluded that the Proposed Project should result in less-than-significant potential for impact due to landslide, lateral spreading, subsidence, liquefaction or collapse.

4.3.4 Avoidance, Minimization, Mitigation

Geo-1: After a large earthquake event (i.e., magnitude 5.0 or greater within 50 miles of the project site), the Project Manager will arrange for appropriate inspection of all project structures and features for damage as soon as possible after the event. If any structures or features have been damaged, they will be closed to park visitors, volunteers, residents, contractors, and staff.

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4.4 HAZARDS AND HAZARDOUS MATERIALS

4.4.1 Regulatory Setting

Hazardous substances are defined by state and federal regulations as substances that must be regulated in order to protect public health and the environment. Hazardous materials have certain chemical, physical, or infectious properties that cause them to be hazards. The 22 CCR §66261.10 defines hazardous materials as:

“...a substance or combination of substances which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, or disposed of or otherwise managed.”

According to Title 22 (CCR Chapter 11, Article 3), substances having a characteristic of toxicity, ignitability, corrosivity, or reactivity are considered to be hazardous. Hazardous wastes are hazardous substances that no longer have a practical use, such as material that has been abandoned, discarded, spilled, contaminated, or that is being stored prior to disposal.

Toxic substances may cause short or long-term health effects, ranging from temporary effects to permanent disability or death. Examples of toxic substances include most heavy metals, pesticides, benzene, gasoline, hexane, natural gas, sulfuric acid, lye, explosives, pressurized canisters, and radioactive and biohazardous materials. Soils may also be toxic because of accidental spilling of toxic substances. This chapter evaluates potential impacts related to hazards and hazardous materials, including whether a significant hazard to the public or the environment would result from the proposed project due to its proximity to hazardous conditions and/or hazardous materials.

4.4.2 Environmental Setting

Hazardous materials were initially scoped to be a critical issue in need of remediation within the Office Complex based on evaluation by Caltrans before disposing of the property. The property was acquired by CDPR without any remediation of hazardous materials taking place. Testing of the extent of hazardous materials within construction materials was completed and provided in the *Pre-Demolition Asbestos and Lead Inspection Report*, prepared July 2014.

Asbestos

Asbestos includes a set of six naturally occurring silicate minerals which share in common long, thin, fibrous crystals. It has been used in applications including electrical insulation and building insulation. When asbestos is used for its resistance to fire or heat, the fibers are often mixed with cement or woven into fabric or mats.

The prolonged inhalation of asbestos fibers can cause serious illnesses including malignant lung cancer, mesothelioma and asbestosis.

The report determined the presence of asbestos within floor tiles, mastic, linoleum, drywall tape, drywall texture, vibration cloth/fabric damper, thermal systems insulation, HVAC sealant putty, transite pipe, roof patching, duct sealant, exterior stucco and plaster.

Lead

Lead is a naturally occurring element that has some beneficial uses as well as detrimental effects. It is found within a number of household products including paint, ceramics, pipes, plumbing materials, solders, gasoline, batteries, ammunition and cosmetics.

Lead's effects are most harmful to children six years and younger. Lead in the blood can result in behavior and learning problems, lower IQ, hyperactivity, slowed growth, hearing problems and anemia. In rare cases it can result in seizures coma and death. Pregnant women may pass lead to their fetus which may result in reduced growth of the fetus and premature birth. Adults can suffer from cardiovascular effects, increased blood pressure, hypertension, decreased kidney function and reproductive problems.

Lead was found in multiple interior paint colors, ceramic tile, sheet lead for flashing and paint on structural steel members.

Polychlorinated Biphenyls (PCB)

PCBs consist of a range of man-made organic chemicals known as chlorinated hydrocarbons. They were manufactured from 1929 until being banned in 1979. They have a range of toxicity and vary in consistency from thin, light-colored liquids to yellow or black waxy solids. Due to their non-flammability, chemical stability, high boiling point, and electrical insulating properties, PCBs were used in hundreds of industrial and commercial applications including electrical, heat transfer, and hydraulic equipment; as plasticizers in paints, plastics, and rubber products; in pigments, dyes, and carbonless copy paper; and many other industrial applications.

PCBs do not readily break down and may remain for long periods of time within the air, water and soil.

Within the Office Complex, fluorescent bulbs and ballasts contain PCBs. Additionally, PCBs may be contained in sealants, mastics and window putty.

Regulatory Database Search

The California Department of Toxic Substances Control (DTSC) EnviroStor database and the California State Water Resources Control Board GeoTracker database were evaluated to determine whether hazardous materials are or have been present on the project site. The EnviroStor database includes the following site types: those listed on the National Priorities List (Federal Superfund sites); State Superfund and Military Facilities; Voluntary Cleanup; and School sites. The GeoTracker database includes geographic

information and data on underground fuel tanks, fuel pipelines, and public drinking water supplies, and contains information regarding leaking underground fuel tanks. This database also includes information and data on non-leaking underground fuel tank cleanup programs, including “Spills-Leaks-Investigations-Cleanups Sites,” U.S. Department of Defense Sites, and Land Disposal programs. A search of the EnviroStor database returned information about a Formerly Used Defense Site (FUDS) on the site of the Old Town Transit Center and the CDPR San Diego Coast District Offices, two blocks from the project site.

The GeoTracker database returned 3 Leaking Underground Tank Cleanup sites that have all been remediated. Also found was a general clean-up site that has been remediated.

4.4.3 Environmental Impact Evaluation

1. *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

By adhering to measures in both the MMRR and *Pre-Demolition Asbestos and Lead Inspection Report* for the transport of hazardous materials that will be present in the construction debris from the demolition of the Office Complex, use of modern building materials that are free of potentially hazardous materials for new construction and disposal of waste in accordance with relevant local, state and federal regulations, there should be less than significant impacts associated with the Proposed Project.

2. *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

By following the appropriate measures within the MMRR and *Pre-Demolition Asbestos and Lead Inspection Report* to handle and dispose of hazardous waste within the Proposed Project site, there should be little to no potential for the release of hazardous materials into the environment resulting in less-than-significant impact.

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

No existing or proposed schools are within one-quarter mile of the Project site. All hazardous materials, substances and/or waste shall be handled to result in no impact to nearby or proposed schools.

4. *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

The Proposed Project site is not included on any lists of known hazardous materials sites compiled pursuant to Government Code Section 65962.5.

Therefore, there should be no potential to create a significant hazard to the public or the environment. This will result in no impact.

5. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

The project site is located within 2 miles of the San Diego International Airport. However, none of the activities proposed in demolition or redevelopment of the Project site would pose any type of impact to airport users or workers. There should be no impact to the airport as a result of the Project's implementation.

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

No private airstrips are within the vicinity of the Project site. This would result in no impact to people residing or working in the project area.

7. *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

There are no known specific emergency response or evacuation plans that the Project would interfere with resulting in no impact.

8. *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

The Project site is within a heavily urbanized area near the coast where the risk of wildfire is low. Urban fire does have potential to result in the loss of property or life; however, the Proposed Project will likely result in a reduction in fuel due to removal of the Office Complex and its replacement with new parkland that shall be minimally developed.

4.4.4 Avoidance, Minimization, Mitigation

- Haz-1** Removal or disturbance of material with any detectable amount of asbestos must be handled in accordance with Occupational Safety and Health Administration (OSHA) regulations. Cal-OSHA registration is required if the material contains more than .1% asbestos (1/10th of a percent). If there is more than 100 feet (linear or square) of an asbestos containing material that will be abated or disturbed, a California State registered and licensed asbestos abatement contractor must perform the work. If there is less than 100 feet, the work does not require a licensed asbestos abatement contractor, but must still conform to Cal-OSHA regulations.
- Haz-2** Removal or disturbance of any amount of lead paint requires adherence to the Cal-OSHA and California Department of Public Health (CDPH) regulations, including proper training and certification for workers and supervisors. The OSHA lead (1532) regulations require that a Negative Initial Determination for lead exposure be made with paint that contains greater than 0.06% (600 ppm) of lead. Paint with less than 0.06% lead should still be treated within the OSHA guidelines, but with reasonable work practices should not generate OSHA action levels of lead exposure. Building components with intact lead paint and no other hazardous materials can be disposed of as nonhazardous construction waste. Paint chips and debris must be disposed of as lead containing hazardous waste.
- Haz-3** The handling, transport and disposal of PCBs shall be done following all appropriate regulations including, but not limited to the Department of Toxic Substances Control and Environmental Protection Agency

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4.5 HISTORIC RESOURCES

4.5.1 Regulatory Setting

Federal

National Register of Historic Places

The National Historic Preservation Act (NHPA) established the National Register of Historic Places (NRHP), a federally-recognized listing of the Nation's historic places worthy of preservation at the national, state or local level. Criteria for listing on the NRHP pursuant to Title 26, Part 63 of the Code of Federal Regulations are: significance in American history, architecture, archaeology, engineering, and culture as presented in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that are either:

- (a) associated with events that have made a significant contribution to the broad patterns of our history;
- (b) associated with the lives of persons significant in our past;
- (c) embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or
- (d) have yielded, or may be likely to yield information important to history or prehistory. Criterion (d) is usually reserved for archaeological resources. Properties eligible for the NRHP must be of sufficient age, be proven through scholarship to meet at least one of the significance criteria, and exhibit integrity of the features, elements, and/or informational value which provides the property or resource its documented historical or archaeological significance.

State

California Environmental Quality Act

Public Resources Code (PRC) Section 21084.1 states that a project may have a significant effect on the environment if that project may cause a substantial adverse change in the significance of a historical resource (a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources).

The CEQA guidelines (CCR, Title 14, Division 6, Chapter 3, Article 5) Section 15064.5 gives the criteria for determining the significance of impacts to Archaeological and Historical Resources. These criteria follow closely those established for the determination of eligibility to the NRHP (see above).

California Register of Historical Resources

Section 5024.1 of the California Public Resources Code established the California Register of Historical Resources (CRHR) for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's significant historical resources. The CRHR is modeled after the NRHP and the criteria are similar to those of the federal law but is intended to provide registration for resources significant at the statewide and local levels of significance. The CRHR program automatically includes any California historical resource listed, or formally designated as eligible for listing, on the NRHP. SHPO maintains the CRHR, which may also include properties designated under local ordinance or identified through local historical resources surveys that meet CRHR eligibility criteria.

California Public Resources Code 5024.5

Public Resources Code 5024.5 states: "(a) No state agency shall alter the original or significant historical features or fabric, or transfer, relocate, or demolish historical resources on the [agency's] master list..." This law also obligates State agencies to adopt prudent and feasible measures that will eliminate or mitigate any potential adverse effects a proposed project may have upon a listed historical resource. CDPR's internal project review processes include provisions for ensuring compliance with this mandate in addition to the provisions included under CEQA.

Authority for determining compliance for PRC 5024.5 rests with the State Historic Preservation Officer (SHPO). CDPR has a Memorandum of Understanding (MOU) with the SHPO for ensuring compliance with the Public Resources Code Section 5024.5 review process. The MOU requires direct consultation with the SHPO if any action would result in a substantial adverse impact to a historic property under the purview of CDPR.

4.5.2 Environmental Setting

The environmental setting and context related to the Proposed Project site's historic resources was prepared from *Historical Context, Archaeological Research Design for the Treatment of Inadvertent Discoveries, and Mitigation Monitoring Plan for the Demolition of the Former Caltrans District 11 Office Complex, 2829 Juan St., San Diego, Old Town State Historic Park, California*, ASM Affiliates 2014; and the *Former Caltrans District 11 Office Complex Historical Background and Significance*, Alexander Bevil, California State Parks, Southern Service Center, 2014; both attached as appendices to this EIR.

Brief History of Old Town San Diego

In 1769, Spanish colonization of Alta California began in San Diego with construction of the first presidio (military community) and mission on the hilltop overlooking San Diego River as it exited Mission Valley and emptied into either San Diego or False (Mission) Bay. Over the next forty or so years, Spanish Colonial life in San Diego revolved around the presidio and mission, which had been relocated several miles upriver in 1771. With

only a handful of soldiers and a few priests, the Spaniards relied upon Indian *neophytes* (Catholic converts) at the Mission San Diego de Alcalá for their labor force.

The present-day “Old Town” plaza was laid out in the early 1820s, after Mexico won its independence from Spain. Older soldiers received small land parcels from the presidio’s *comandante* as compensation for long years of service. On the flatlands below Presidio Hill, they built houses out of sun-dried adobe brick since wood was scarce. By the mid-1820s, a cluster of adobes, corrals and gardens formed a rough but orderly street pattern around the treeless plaza. Two of the finest buildings, built between 1829-1831 and still standing, belonged to José Antonio Estudillo and his brother-in-law, Juan Bandini.

With the exception of these two townhouses, the adobe homes reflected the frontier conditions of the day. None had indoor fireplaces or glass windows, and floors were made of packed earth. They were generally used only for sleeping. All other activities, including cooking and eating, occurred outside, usually in an enclosed corridor or patio. And the San Diego River’s ever-changing course, shifting its mouth between San Diego and Mission Bay, triggered flooding and alteration of the riverine landscape, and subsequent improvements in the area.

Mexico’s independence brought the ideals of Mexican Republicanism to Alta California. These ideas of private property ownership and entrepreneurial commerce helped fuel the hide and tallow trade with foreign merchant ships. This instituted the Mexican “Rancho Period,” as it is called, opening California to outside influences. Eventually it perked U.S. interest in California’s potential, which set the stage for diplomatic and later military intervention.

San Diego’s Mexican era ended abruptly in 1846, when the United States declared war on Mexico. The war between the U.S. and Mexico ended in 1848 with the signing of the Treaty of Guadalupe Hidalgo. Two years later California was admitted into the Union as the 31st state, and the pueblo of Old Town was incorporated as the town of San Diego in 1850.

The discovery of gold in Northern California in January 1848 lured thousands from around the world to once isolated California. San Diego became a stopover for thousands of miners sailing around the Horn en route to the central Sierra goldfields.

The sudden influx of Americans and Europeans transformed Old Town. Those who stayed brought new practices about law, trade, government, education, and health. Adobes were remodeled and converted into commercial enterprises. Prefabricated wood-frame buildings, brought by ship from the East around the Horn, were reassembled in San Diego.

The boom proved short-lived. Once the Gold Rush ended, the town languished. Businesses closed, the population dropped, and nature wreaked havoc. Storms in 1861-62 raised the river’s tides and flooded the west end of town. In May 1862 a severe earthquake struck to be followed by a smallpox epidemic. Several years of drought devastated the ranchos and livestock industry.

In 1867 San Franciscan Alonzo Horton arrived in San Diego to begin developing nearby New Town three miles to the south on the bay. A rivalry ensued, reaching a climax in 1870 when the Board of Supervisors ordered all county records to be removed from the Whaley House in Old Town to New San Diego. Government and professional offices moved downtown. In the spring of 1872, fire destroyed seven buildings in Old Town, including the old courthouse and several prominent commercial buildings.

In the decades that followed, Old Town languished in its past. In 1888, the writer Harriet Harper described the former city and county seat in these words. “All around us, forming a great square, were the crumbling dwellings of the old Mexican residents....Today Old Town...remains a monument to the past...”

The town’s recovery, however, was its history. Renewed interest in San Diego’s “Spanish Heritage” sparked Old Town’s revival in the early twentieth century, and led to the restoration of several old adobes, including the Casa de Estudillo. Advertised as “Ramona’s Wedding Place,” it became a significant tourist attraction during the inter-war years and fueled the community’s tourism development.

The opening of Presidio Park in 1929 on the hill overlooking Old Town heralded a new era in the recognition of the area’s historical significance. Its development over the next decades revitalized the community as a historic tourism spot. Over the next few years, numerous historic landmarks were restored and businesses added to serve the growing tourist trade.

After World War II, in 1946, the city of San Diego introduced a plan to set aside Old Town as a historic commercial zone. The plan envisioned transforming the plaza and surrounding neighborhood into commercially-viable “living museum.” It proposed reconstructing buildings in the “style of early California” and developing crafts and cottage industries of that period. Its goal was not accurate historic restoration per se—a profession still in its infancy—but rather to transform the historic community into an attractive and profitable tourist site.

During the following decade, the campaign to create a historic tourist site gained momentum with support from descendants of the early families and civic organizations. In 1964, Assemblyman James Mills of San Diego introduced legislation to make Old Town a state historic park. Three years later, the State Public Works Board approved the release of \$2.5 million in State Bond funds to purchase 6.5 blocks of the original Mexican *pueblo* around the plaza. In 1968, this area officially became a state historic park.

In 1971 the Old Town San Diego Historic District , which encompasses all of OTSDSHP and numerous properties beyond the park, was listed on the National Register of Historic Places.

Project Area Land Use History Summary

The Project property is bounded by Taylor Street to the northwest, Juan Street to the northeast, Wallace Street (historically Old Beach Road or Washington Street) to the

southeast, and Calhoun Street (historically Fitch/Calhoun Street) to the southwest. The Project area encompasses all of the block historically referred to as Block 45, Block 409, and Block 4550. The block was subdivided into lots 1, 2, 3, and 4. Lot 1 is in the northwest corner, Lot 2 is in the northeast corner, Lot 3 is the southeast corner, and Lot 4 is in the southwest corner of Block 409. See **Figure 4-1** for a historic site map of the Project Site. **Table 4-3** outlines the Proposed Project site's development over time.

Table 4-3: Land Use History of the Project Site

Structure	Location within Block 409	Structure Description	Time Period	Associated Individuals, Families, and/or Businesses
Fitch Residence and Store	Lot 4	Two story adobe building, corral, and gardens	1848 - c. 1850	Henry Delano Fitch Family
			c. 1850-1854	Unknown – possibly still the Fitch Family heirs
			1854	Werth and Krist – meat and vegetable market
			c. 1854 – 1858	Solomon Goldman – unknown
			1858	J.A. Meier – Universal Variety Store
			1858 – c. 1893	Unknown residents
Well reported by Zink	Lot 4, Near Fitch/Calhoun Street, behind the Fitch Residence	Well house structure	c. 1850 - c. 1862	Reported to Zink by local residents in 1969, presumably used by the Fitch Family
Well identified on the 1856 panoramic, and 1874 photograph	Lot 4, Centrally located within the Block, within the San Diego River bed	Well covered with a roofed structure	Prior to 1856 – after 1898	Reported by Judge Benjamin Hayes
Strauss Residence	Part of Lot 3	Store and residential building, a warehouse, and potentially other ancillary buildings	c. 1850 - 1852	James W. Robinson
			1852 - 1867	Louis Strauss
			1867 - 1868	Henry and John Hancock
			1868 – c. 1893	Unknown residents
Lyon's Bowling Saloon	Part of Lot 3 and 4	Bowling Saloon, one-story adobe building used as the saloon and an attached one-lane bowling alley, both of which burned in 1855. An adobe building was rebuilt in the same footprint	c. 1853 - c. 1874-1893	George Lyons
Residence	Lots 1 and 4	Wood-framed residence and extensive gardens	c. 1874-1893 – c. 1910	Unknown residents, property changed hands between: James McCoy, Ephraim Morse, Thomas Whaley, R.H. Dalton, Mary Davies, and Winifred McCoy/Murtha
Olive Factory and Packing House	Entire Block	Concrete warehouse with a tower, packing facility, elongated wooden shed, worker's locker room, brine house, bathroom, boiler room, underground tank and open area for barrel storage Removal of the Boiler room and underground tanks, addition of a garden area, and a large addition to the back of the factory, a new storage building, and a residence	1910-1919	E. W. Akerman and Tuffley, Old Mission Brand California Olives and Olive Oil Company
			1919-1920	Old Mission Packing Corporation
			1920-1950	Old Mission Packing Corporation / Old Mission Products Company, Inc.
Caltrans District 11 Office Complex	Entire Block	Concrete and masonry three-story office building. Original wing fronting Taylor Street opened in 1953. Additions completed to the west toward Calhoun Street in 1958 and Juan Street, with basement in 1964. Caltrans closed office in 2006 and property transferred to State Parks in 2013.	1951-2013	California Department of Transportation (Caltrans)

The Project area is located within the natural flood plain of the San Diego River. Historically portions of the Project area have been located within the San Diego River's bed, depending on the path the river followed to the Pacific Ocean. Surveys of the San Diego River during the outset of the American period show the changing course over time and the effect the river had on the Project area.

The earliest map of the San Diego River in the area shows its flow roughly down Taylor Street and through the northwestern edge of Block 45, within the northwestern half of Lots 1 and 2. A map prepared in 1851 shows the river at a slightly more southwestern angle, bisecting a greater part of Lot 1.

The first buildings known to have been constructed within Block 409 during the Transitional/American period up to the 1872 fire were constructed between 1848 and 1853. These included the Fitch residence and store, the Strauss residence and store, and the Lyon's bowling saloon. These three building developments had residential, merchant, or leisure uses, and all three fronted on Wallace Street. The San Diego River still breached the block until the first somewhat successful river channelization project in 1877, making earlier development in Lots 1 and 2 difficult. During the 1850s, 1860s, and 1870s, portions of the Proposed Project site were sold or leased to various Old Town residents and businesses.

During the decline of Old Town, many buildings were left to decay as New Town developed. By 1893, all previous buildings on the block had been removed, and in their place a single wood-framed residence had been constructed. From 1897 to 1910 the McCoy-Murtha family, Old Town residents, controlled the property.

The Murthas sold the property to E. W. Akerman for development of his olive packing and oil production company in 1910. Over the next three decades the entire block was developed for this use under the name of the Old Mission Olive Packing Company.

In 1950, the entire block was sold to the California Department of Highways (later known as the California Department of Transportation [Caltrans]) for the construction of the District 11 Offices. Preparation of the site began in 1953 when contractor M. M. Golden began removing concrete slabs associated with the olive processing plant, the underground fuel storage tank, and mature eucalyptus and pepper trees on Calhoun Street.

The original 1953 Office building fronting Taylor Street was completed later that year. The growth of Caltrans' operations paralleled that of the urbanizing San Diego, resulting in additions to the office building in 1958 and 1964. Caltrans continued to use the entire block for its District 11 operations until 2006 when a replacement, District 11 complex was opened across from the project property on Taylor Street.

Caltrans considered selling the surplus property in 2011, completing an EIR for that purpose. During environmental analysis of the property transfer project, Caltrans cultural resources staff determined that the Office Complex was potentially eligible for listing in the California Register of Historical Resources and the National Register of Historic

Places. The State Historic Preservation Officer (SHPO) concurred that the property's initial 1953 building and 1958 addition constituted a potentially eligible historical resource at the local level of significance as being "a good example of "Modernist" office building in the San Diego area and appears the best designed district office complex built during the period from 1947 through 1967."

The historic city block 409 however has long been considered an optimal property for incorporation into the highly visited, internationally significant and neighboring state historic park. OTSDSHP's 1977 General Plan and other subsequent C DPR planning documents had recommended incorporation of the parcel to enhance interpretation of Old Town San Diego's history and add contributing properties to the Old Town San Diego National Register District.

Over the years local historic preservation organizations, community members and organizations have supported adding the Proposed Project site into OTSDSHP, and helped lobby state legislators to authorize the 2013 transfer of the property from Caltrans to C DPR.

Historic Properties/Sites Associated with the Project Area

San Diego River Embankment Site

This topographic historic landscape feature from the OTSDNRD period of significance was a sandy embankment dropping off the northwestern perimeter of Block 409. The course of the San Diego River once flowed along its south-facing bank until 1853. Based on borings completed for the construction of the 1953 Caltrans Office Building, the soil profile underneath the building consists of alluvial soils deposited and eroded by the San Diego River. In 1853, the U.S. Army Corps of Engineer's began initial attempts at flood control to redirect the river away from Old Town. Significant storm events in 1855, 1857, 1862 and 1873-74 washed away buildings and gardens within Old Town, including alteration of the former embankment through Block 409. These events limited permanent development for Lots 1 and 2 on Block 409 until after additional flood control measures were implemented starting in 1877.

Fitch Well Site (1850-1862)

To provide water locally, a well site was located within Block 409 near Calhoun Street. It was used to sell water to residents of Old Town and was in operation between 1850 and 1862. It was referred to as the Fitch Well Site due to its proximity to the Fitch Store/Adobe. The well was one of 12 documented historic well sites within the Old Town San Diego neighborhood supplying water to its residents.

Fitch Store/Adobe Site (1848-c. 1870-1890)

At the southern corner of Wallace and Calhoun Streets, pioneer merchant Henry Delano Fitch erected a 2-story adobe building. Fitch operated a mercantile store on the ground floor, while the remaining seven rooms served as the Fitch family's principal residence. Fitch's business included shipping and trading goods along the Pacific Coast during the

1830s. Reportedly Old Town San Diego's earliest buildings specifically constructed to house a general mercantile store, the Fitch Store accepted cow hides and sea otter furs in trade for basic goods. Fitch was also closely involved with Old Town's civic administration, serving as town attorney, mayor and law enforcement. After the death of Fitch in 1849, the building continued to serve as a range of different stores. The building was demolished sometime between 1874 and 1893.

The wood-shingle-covered end gable roofed building, which was reportedly painted red, included a rectangular porch. A second story gable-end wing was later added with a chimney in the northeast corner. The property also featured a wooden corral to contain cattle, and a garden maintained by Fitch's wife, Doña Josefa.

Strauss Store/Adobe Site (1853-1867)

On the corner of Wallace and Juan Streets sits another combination commercial/residential building completed around 1853. It is a rectangular-shaped gable-roofed adobe building associated with pioneer Jewish-American merchant Louis Strauss. Within the commercial space, Strauss operated a dry goods store with his business partner Charles Gerson. The building had an attached porch, was similar in height to the Fitch store/residence and contained a residential annex.

Lyons Bowling Saloon/Adobe Site (1853-c. 1860)

Irish immigrant, George Lyons was a whaling ship's carpenter before arriving in San Diego in 1847. He erected an adobe structure on block 409 for himself and his family. He also attached a gable-roofed wooden framed wing to operate a single-lane bowling alley along with a saloon in the adobe. In 1855, a fire destroyed the wooden portion of the building. The burned portions were rebuilt with adobe. Lyons was also engaged in civic affairs in a variety of positions including postmaster and San Diego County sheriff.

California Pepper Tree (c. 1895-present)

A mature California pepper tree, was left in place during the construction of the Caltrans District 11 Office Complex. It was purposefully avoided when the City of San Diego paved Wallace Street due to it extending into one lane of travel. The tree may have existed at its current site to as far back as 1895, making it one of the oldest living trees in Old Town San Diego.

Old Mission Packing Plant Site (1914-1950)

Prior to construction of the Caltrans District 11 Office building, Block 409's land use consisted of the Old Mission Packing Corporation's olive and pimento processing plant, which was in operation from 1914 to 1950. The plant, located at 4090 Wallace Street, consisted of two major buildings. The first was a two-story Mission Revival style factory/warehouse used to clean, process, can, store and supply cured olives and olive oil to wholesale and retail markets. The second building was a 3-walled semi-open single-story saw tooth-roofed shed used to cook and can pimentos.

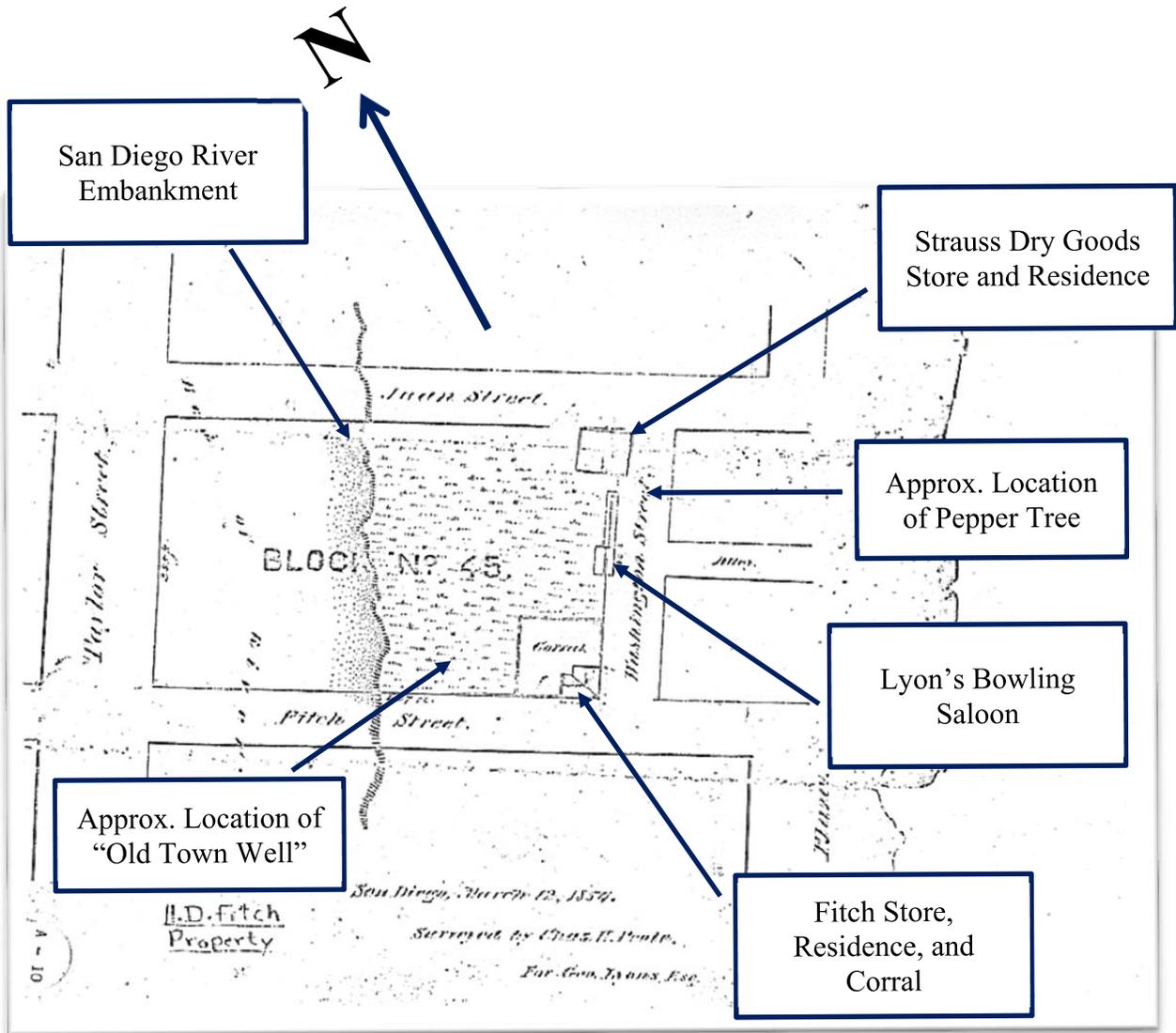


Figure 4-1: Project Site Map of the H.D. Fitch Property

California Department of Transportation District 11 Office Complex (1953-present)

In 1950, Caltrans initiated the construction of a new office building on Block 409 to accommodate a growing staff that was finding office space in a downtown San Diego office to be inadequate. The increase of the local work force was due in part to Caltrans' role in designing and implementing a rapidly expanding interstate and suburban highway system throughout San Diego and Imperial Counties. The new building's construction and influx of white-collar professionals served as a means to revitalize Old Town's depressed economy at the time.

The original Caltrans District 11 office complex was designed the popular Post-World War II International style. A collaborative effort between the California Department of Public Works, the Division of Highways (Caltrans) and the local architectural firm of Paderewski, Mitchell, Dean and Wilson. Completed in 1953, it quickly became a recognized building reflecting San Diego's Mid-Century Modern postwar cityscape, designed by one of the leaders of the movement in San Diego's architectural profession (see Bevil 2014, **Appendix C** for detailed architectural analysis of the Office Complex).

In 1959, Caltrans constructed a 2-story office wing designed by the California Department of Public Works Division of Architecture to provide additional legal offices and drafting rooms for District 11 staff. To accommodate this wing, several structures and hardscape features, including a poured-in-place concrete pad, a Canteen/Laboratory building, a covered walkway, retaining walls and a central located parking area, were demolished. The 1959 wing's overall design was meant to be compatible with the original 1953-built office building, but did not include many of the same character-defining details.

An additional 2-story office wing extending off the 1953-built building's southeast corner along Juan Street was completed in 1964. Similarly designed by the Division of Architecture and is very similar in design, scale, and materials to the existing Office Complex. It also included a squared box roofline, flat scored concrete exterior walls, and horizontal ribbons or large single-pane aluminum framed windows along both floors. However, unlike the 1953 and 1959 sections, it rests on a 10 foot deep concrete-walled basement. See **Figure 4-2** for the siting of the original office building and 2 additions.

Landscape improvements include planter boxes and a palm tree shaded garden at the corner of Juan and Wallace Streets. No longer present within this former public space were a series of landscape features/attractions including a section of the historic wooden 1910s era "Plank Road" that allowed automobiles to drive over the Imperial Valley desert sands; an "El Camino Real" roadside bell; and interpretive signage.

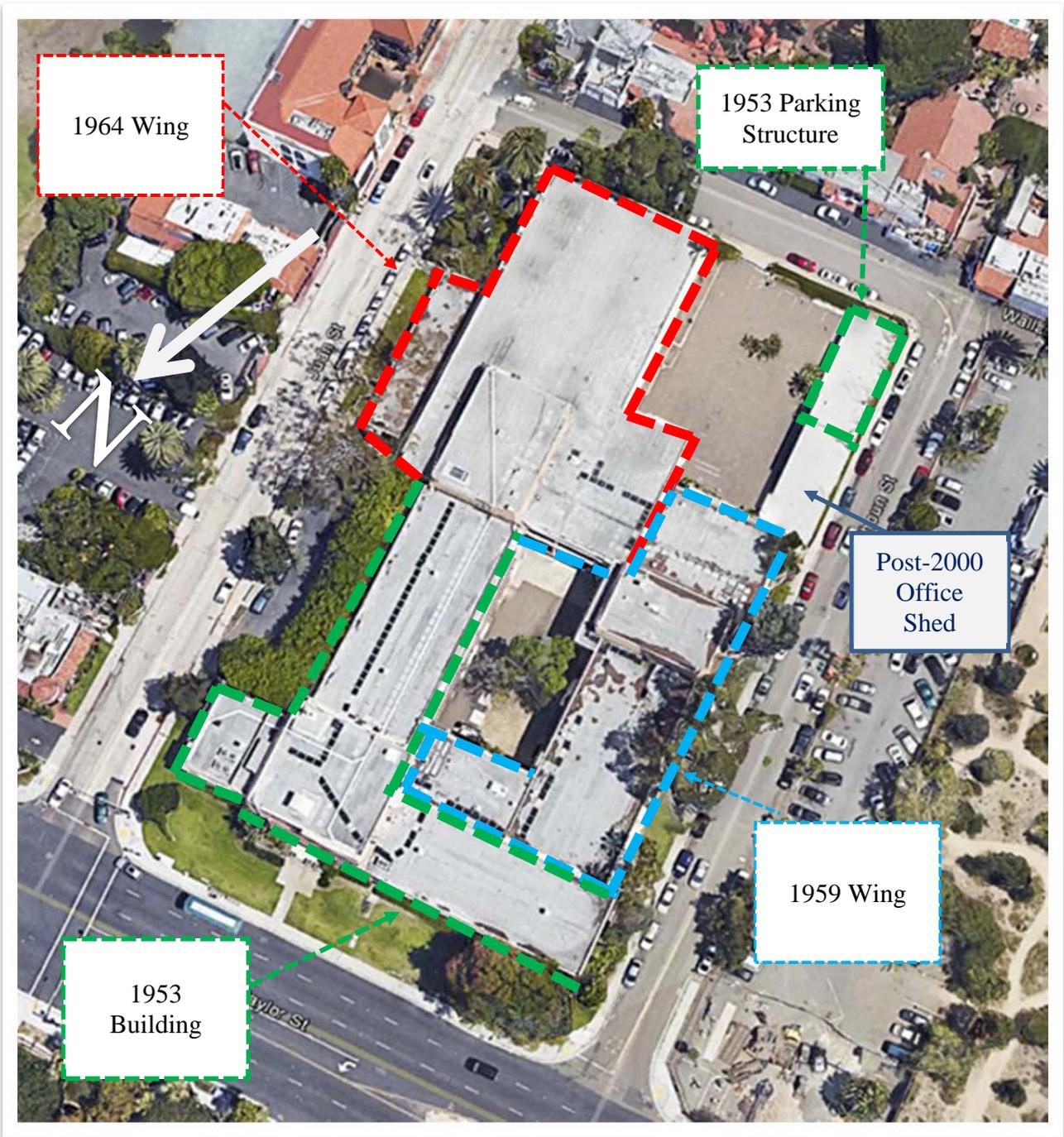


Figure 4-2. Aerial Photograph Delineating Former Caltrans District 11 Office Building Sections

4.5.3 Environmental Impact Evaluation

In accordance with Appendix G of the CEQA Guidelines, the project would have a significant impact on historic resources if it would:

1. *Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5;*

Historic Resource Significance and Impacts

The Proposed Project would result in an adverse significant impact to a National/California Register-eligible property due to its full demolition. The mitigation proposed for the Office Complex's loss would lessen impact, but the impact would remain significant.

In March of 2011, the California State Historic Preservation Officer (SHPO) partially concurred with a Caltrans-produced report that the Former District 11 Office was eligible for placement on the National Register of Historic Places under eligibility Criterion C as a "scarce and important example of a mid-twentieth century government/corporate Modernist office building in the greater San Diego region" with a period of significance of 1953-1958¹ (comprising the original 1953 and 1959 first addition). As such, the District 11 Office Complex was added to the State's Master List of Historical Resources.

Therefore, with SHPO's determination, the Office Complex is a historical resource based on the definitions within CEQA and PRC 5024.5.

Based on the determination that the Proposed Project will result in a unmitigable significant adverse impact to a historic resource per CEQA, Findings as well as a Statement of Overriding Consideration have been prepared and are included as **Appendix A**. The Findings and the Statement of Overriding Consideration explain CDPR's reasoning for continuing with the Proposed Project despite the significant impact that will result.

Please refer to Chapter 3 for description of alternatives that CDPR considered to reduce impacts and the reasons the alternatives couldn't be carried forward.

PRC 5024.5

The impacts inherent with either the Proposed Alternative or Environmentally Preferred Alternative require that this DEIR document also be used to initiate consultation with the

¹ Caltrans' Historical Resources Evaluation Report, 2011 and the SHPO concurrence letter incorrectly refer to the first addition to the Office Complex as being constructed in 1958. 1958 was the year design was completed. CDPR investigations (Bevil 2014) confirmed that construction of the first addition was completed the following year (1959). The construction completion date of 1959 is used in this document.

SHPO in compliance with the provisions of the CDPR's Memorandum of Understanding (MOU) with the SHPO for compliance with the Public Resources Code Section 5024.5.

4.5.4 Avoidance, Minimization, Mitigation

The Proposed Project would result in a significant adverse impact. The use of the following mitigation would result in less impact to the potentially eligible Office Complex, but would not mitigate impact to a level that is less-than-significant.

Hist-1: Prior to demolition, Historic American Buildings Survey (HABS) Level II documentation of the Office Complex shall take place. The documentation includes the following elements and shall be kept on file at CDPR including the San Diego Coast District, Southern Service Center and Cultural Resources Division. Additional copies of documentation shall also be provided to the San Diego History Center and the San Diego Public Library, California Room.

Measured drawings produced at a precise scale from dimensions recorded in the field. Drawings may be produced either by hand or with computer-aided drafting (CAD).

Large-format photographs taken at maximum resolution possible for placement in archival storage in both color and black & white formats. A minimum of 8x10 size should be producible from the digital photographs and prints should be produced on archival quality photo paper.

Written histories shall be completed in order to place the site or structure within the appropriate context, addressing both the historical and the architectural or engineering aspects of its significance.

Retain field records, though not formal documentation, including notes, sketches, digital photographs, field measurements and historical views used in preparing formal documentation. They are the primary source of HABS/HAER/HALS measured drawings and can reveal aspects of a structure or site not emphasized in the formal documentation. They shall be retained as an important record of the documentation process, and often provide the greatest detail.

Hist-2: Interpretive elements shall be provided at a publically accessible site within or outside the nearby Caltrans Museum, which would provide a narrative of the historic significance of the building and include photographs of the building as it would have been viewed from key vantage points to display the building's existence.

Hist-3: An Open House where invited architectural students and interested parties from local or regional institutions and organizations such as the School of New Architecture and Modern San Diego, SOHO's

Modernism Committee, Docomomo Southern California Chapter, the media and the public can walk about the building to learn, study, and photograph the Office Complex and its character defining features. CDPR shall provide interpretation of the building during the Open House by one or more architectural historians or historians familiar with the building's history, and/or experts in Modernism.

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4.6 HYDROLOGY AND WATER QUALITY

4.6.1 Regulatory Setting

Federal/State

The United States Environmental Protection Agency (USEPA) is the primary federal agency responsible for protecting water quality in the United States. This authority was established in the 1948 Federal Water Pollution Act, which was expanded in 1972. At this time it became commonly known as the Clean Water Act. The USEPA regulates point source and non-point source water pollution through the National Pollutant Discharge Elimination System (NPDES) permit program. The USEPA has delegated this authority to the States. In California this authority was undertaken by the State Water Resources Control Board (SWRCB), which issues the NPDES permits through Regional Water Quality Control Boards (RWQCB).

The original Clean Water Act only regulated point source pollution (i.e., pollution from discrete conveyances), but in 1987 Section 402(p) was added to include nonpoint source pollution such as municipal and industrial stormwater discharges. Pollutants include, but are not limited to, rock, sand, dirt, and agricultural, industrial, and municipal waste. In 1990, the USEPA published final regulations that establish stormwater permit application requirements for specified categories of industries. The regulations provide that discharges of stormwater to waters of the United States from construction projects that encompass five or more acres of soil disturbance are effectively prohibited unless the discharge is in compliance with an NPDES permit. Regulations (Phase II Rule) that became final on December 8, 1999 expanded the existing NPDES program to address stormwater discharges from construction sites that disturb land equal to or greater than one acre and less than five acres (small construction activity).

The California State Water Resources Control Board (SWRCB), with its regional water boards, is the primary state agency responsible for implementing the Clean Water Act and issuing the NPDES permits. The project site is within the jurisdiction of the San Diego Regional Water Quality Control Board (SDRWQCB). The County of San Diego receives coverage under the NPDES stormwater program under permit No. CAS004001. The permit regulates stormwater discharges from small municipal separate storm sewer systems including State Parks, Beaches and Historical Areas.

While the federal regulations allow two permitting options for stormwater discharges (individual permits and General Permits), the SWRCB has elected to adopt only one Statewide General Permit. Dischargers are required to submit a Notice of Intent to obtain coverage under this General Permit, which requires all dischargers where construction activity disturbs one acre or more to:

1. Develop and implement a Stormwater Pollution Prevention Plan (SWPPP) which specifies best management practices (BMPs) that will prevent all construction pollutants from contacting stormwater and with the intent of keeping all products of erosion from moving off-site into receiving water;

2. Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the nation; and
3. Perform inspection of all BMPs.

4.6.2 Environmental Setting

The Proposed Project site exists within the Lower San Diego Watershed Hydrologic Area of the San Diego Hydrologic Unit, which consists of the approximately 436 sq. mi. San Diego River watershed. The San Diego River watershed originates in the Cuyamaca Mountains and terminates at the Pacific Ocean, primarily by way of the flood control channel between the communities of Ocean Beach and Mission Bay. Hydrologic resources include five water storage reservoirs, a large groundwater aquifer, extensive riparian habitat, coastal wetlands and tide pools. Approximately 58.4% of the Watershed is undeveloped. The Proposed Project site exists within the Lower San Diego Hydrologic Unit (907.1). The watershed's impacts result from excessive extraction, increasing total dissolved solids and MTBE contamination.

Flooding

The San Diego River and flood control channel runs to the north of the project site, but has sufficient capacity to minimize the threat of flood to a low level. The Proposed Project site lies outside of the 100-yr flood zone, approximately 0.25 miles from the floodway of the San Diego River.

4.6.3 Environmental Impact Evaluation

In accordance with Appendix G of the CEQA Guidelines, the project would have a significant impact on water quality, floodplains or hydrology if it would:

1. *Violate any water quality standards or waste discharge requirements*

Construction activities, such as grading, would result in the disturbance of soil and temporarily increase the potential for soil erosion. Storm events occurring during the construction phase would have the potential to carry disturbed sediments and spilled substances from construction activities off-site to nearby receiving waters including the nearby San Diego River, flood control channel and the Pacific Ocean.

Prior to the start of construction, the proposed project would require a General Construction Activity Stormwater Permit issued by the San Diego Regional Water Quality Control Board (SDRWQCB). The NPDES requires that a Notice of Intent be filed with the SDRWQCB. By filing a Notice of Intent, CDPR agrees to the conditions outlined in the General Permit. One of the conditions of the General Permit is the development and the implementation of a SWPPP. With implementation of the applicable permit requirements and BMPs, the proposed project would not violate any water quality standards or waste discharge

requirements. Therefore, construction-related water quality impacts would be less than significant.

The project would be designed to maximize the amount of permeable surface in order to absorb stormwater and onsite sourced contaminants. Irrigation will be managed to prevent runoff. The permeable surfaces could include turf, landscaped areas, and decomposed granite pathways. The proposed project would additionally include bioswales for filtration, stormwater retention, groundwater recharge, and reuse. Impacts to water quality standards and discharge requirements would be less-than-significant.

2. *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)*

All water requirements for the project site would be met by existing supplies provided by the City of San Diego's municipal water supply. Therefore, no impact to groundwater supplies shall result from the project's construction or operation. Irrigation shall be managed to efficiently provide water for the site's landscape plantings. Construction of the project will increase the amount of permeable surface. Coupled with the installation of bioswales, infiltration of stormwater should improve. Since IPU landscaping would be for temporary improvements, it should be less than was previously used on the site, therefore it would not put an undue burden on the municipal water supply. Therefore, no impact shall result to groundwater supplies.

3. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site*

Positive change in drainage patterns shall result from the grading and addition of landscape plantings and walkways to the site. No substantial topographic changes should take place onsite, with the exception of minimal area being graded to assist in interpreting the San Diego riverbank, which should collect stormwater and prevent its release to the City's stormwater drainage system. The site shall be designed with surfaces to minimize drainage running offsite. During construction, some siltation will be inevitable due to lack of groundcover. Siltation shall be controlled via appropriate construction BMPs planned for within the project's SWPPP. This would result in less-than-significant impact to drainage patterns that could result in erosion or siltation on- or off-site.

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

As indicated above, the project would result in positive change in drainage patterns of the site. With the appropriate design of the site including proper stormwater facilities to convey drainage during heavy precipitation events and limiting irrigation, there should be less-than-significant impact on- or off-site due to flooding.

5. *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff*

Existing stormwater systems should have sufficient capacity to absorb the runoff created from the Project as the construction of bioswales within the project area should decrease the amount of contributed runoff. Water runoff would also be minimal due to the use of bioswales to absorb stormwater, efficient irrigation and minimal use of chemicals that may contribute to polluted runoff. Implementation of BMPs during demolition will prevent contaminants from being carried off the project site by way of runoff. Impact due to polluted runoff and insufficient drainage systems shall be less-than-significant.

6. *Otherwise substantially degrade water quality*

As mentioned previously, there will be little use of products such as fertilizers with the potential to degrade water quality. Appropriate construction BMPs will be utilized to contain known hazardous materials currently onsite and to minimize the amount of silt entering stormdrains, where it may have the potential to adversely affect watercourses and marine life. With the development of the site with ample groundcover and bioswales to absorb runoff, water quality impacts due to the operation of the site should be minimized. Impacts to water quality should therefore be less-than-significant.

7. *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

The Proposed Project is not located within a 100-year flood hazard area.

8. *Expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow*

Neither people nor the minimal structures proposed by the Project would be prone to loss, injury or death due to seiche, tsunami or mudflow. None of these events have been recorded to have occurred within the recorded history of Old Town San Diego nor are they predicted to occur in the future.

4.6.4 Avoidance, Minimization, Mitigation

- WQ 1:** Prior to the start of construction involving ground-disturbing activities, the Project contractor will prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) for DPR approval that identifies temporary Best

Management Practices (BMPs) (e.g., tarping of any stockpiled materials or soil; use of silt fences, straw bale barriers, fiber rolls, etc.) and permanent (e.g., structural containment, preserving or planting of vegetation) for use in all construction areas to reduce or eliminate the discharge of soil, surface water runoff, and pollutants during all excavation, grading, trenching, repaving, or other ground-disturbing activities. The SWPPP will include BMPs for hazardous waste and contaminated soils management and a Spill Prevention and Control Plan (SPCP), as appropriate.

- WQ 2:** All heavy equipment parking, refueling, and service will be conducted within designated areas outside of the 100-year floodplain to avoid water course contamination.
- WQ 3:** The project will comply with all applicable water quality standards as specified in the Water Quality Control Plan for the San Diego Basin.
- WQ 4:** All construction activities will be suspended during heavy precipitation events (i.e., at least 1/2-inch of precipitation in a 24-hour period) or when heavy precipitation events are forecast.
- WQ 5:** The Project contractor will protect exposed soils and graded areas with silt fences, straw bale barriers, fiber rolls, and/or other appropriate construction BMPs.

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4.7 NOISE

4.7.1 Regulatory Setting

Although there are not specific CDPR regulations to control noise, an environment with minimal noise intrusion is a highly important condition for visitors to OTSDSHP. It is difficult to generate specific limits of noise generation due to the variety of settings within which park units exist. They can vary from an urban setting like that surrounding OTSDSHP where a higher level of noise may be tolerable to a remote/rural park setting such as that within Cuyamaca Rancho State Park where solitude and minimal noise intrusion are important for an enjoyable visitor experience. Nevertheless, CDPR shall make effort to ensure that operational noise levels are in accordance with City of San Diego noise ordinances in order to be respectful of the land uses sensitive to noise that surround OTSDSHP.

City of San Diego

CDPR is not required to follow the noise ordinances established by the City of San Diego; however, it will make every effort to comply with them as CDPR is cognizant of the urban, densely populated setting that OTSDSHP occupies and the numerous sensitive noise receptors that could potentially be impacted. The project's implementation will follow City of San Diego Municipal Code §59.5.0401 (Sound Level Limits) and §59.5.0401 (Construction Noise).

§59.5.0401 establishes sound level limits based on the land use type adjacent or in the vicinity of the project site.

§59.5.0401 establishes a schedule for construction that limits construction noise and prohibits conducting construction activities that would expose residential land use to an average sound level greater than 75 decibels from 7:00 a.m. to 7:00 p.m.

4.7.2 Environmental Setting

OTSDSHP Noise Generators

Construction noise will be temporary during the time that construction is scheduled and may include, but is not limited to, construction equipment in **Table 4-4**:

**Table 4-4
TYPICAL MAXIMUM CONSTRUCTION EQUIPMENT NOISE LEVELS**

Equipment	Noise Level at 50 feet (dBA L _{max})	Acoustic Usage Factor ^a (%)
Auger Drill Rig	85	20
Backhoe	80	40
Blasting	94	1
Chain Saw	85	20
Clam Shovel	93	20
Compactor (ground)	80	20
Compressor (air)	80	40
Concrete Mixer Truck	85	40
Concrete Pump	82	20
Concrete Saw	90	20
Crane (mobile or stationary)	85	20
Dozer	85	40
Dump Truck	84	40
Excavator	85	40
Front End Loader	80	40
Generator (25 KVA or less)	70	50
Generator (more than 25 KVA)	82	50
Grader	85	40
Hydra Break Ram	90	10
Impact Pile Driver (diesel or drop)	95	20
In situ Soil Sampling Rig	84	20
Jackhammer	85	20
Mounted Impact Hammer (hoe ram)	90	20
Paver	85	50
Pneumatic Tools	85	50
Pumps	77	50
Rock Drill	85	20
Roller	74	40
Scraper	85	40
Tractor	84	40
Vacuum Excavator (vac-truck)	85	40
Vibratory Concrete Mixer	80	20
Vibratory Pile Driver	95	20

^a Acoustic Usage Factor represents the percent of time that the equipment is assumed to be running at full power.

Note: KVA = kilovolt amps

Source: Federal Transit Administration, 2006; Thalheimer, 2000. These values are also used in the Roadway Construction Noise Model, 2006.

The setting of a project is a critical component to evaluate how noise may impact visitors, businesses and residents within and surrounding OTSDSHP. Some of the major noise sources surrounding OTSDSHP include:

- Mass Transit (Buses, Light Rail Transit, Commuter Rail, Amtrak) including signals when crossing at-grade intersections (0.05 miles from Project site)
- Planes due to the presence of Lindbergh International Airport (1.4 miles from Project Site)
- Traffic from Interstate 5 (0.15 miles from site) and Interstate 8 (0.20 miles from Project site) and local City of San Diego streets

Noise Receptors

Receptors subject to impact from noise include:

- Visitors to OTSDSHP
- Neighboring businesses
- Neighboring residents

4.7.3 Environmental Impact Evaluation

In accordance with CEQA Guidelines, the project shall consider the following for determining the potential for significant impact due to noise.

1. *Would the project result in exposure of persons to or generation of noise levels in excess of standards established by the local noise ordinance, or applicable standards of other agencies?*

Noise levels may increase due to changes in the site including the removal of all or part of the Office Complex, which acted as a sound wall from nearby freeway traffic noise. CDPR noise level standards do not exist, however, City of San Diego noise ordinances shall be followed and with these standards in place during both construction and operation of the project site, impact would be less than significant.

2. *Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Exposure to groundborne vibration or noise would not be excessive due to restricting construction techniques needed for the demolition and construction. CDPR shall specify techniques that will minimize excessive groundborne vibration or noise.

3. *Would the project result in a substantial permanent increase in ambient, temporary or periodic noise levels in the project vicinity above levels existing without the project?*

There should be no substantial permanent increase in ambient, temporary or periodic noise level either within the project site or immediately surrounding it. The elements proposed for Immediate Public Use including landscaping and circulation for pedestrians are uses that don't produce substantial noise. Sound for potential interpretive programming will be controlled to meet local ordinances. The site's use for parking may produce a limited increase in noise, but it should provide no further impact than that from Taylor Street, an adjacent 4-lane urban collector.

4. *Would the project expose people residing or working within the area of an airport land use plan, within 2 miles of a public airport where an airport land use plan has not been adopted or within the vicinity of a private airstrip to excessive noise level?*

The project would not result in exposure to noise levels any more than currently exist from nearby public or private airports including the nearby Lindbergh International Airport. Impact would be less-than-significant.

4.7.4 Avoidance, Minimization, Mitigation

Noise-1: Construction activities shall follow City of San Diego Municipal Code §59.5.0401, which limits construction noise and prohibits conducting construction activities that would expose residential land use to an average sound level greater than 75 decibels from 7:00 a.m. to 7:00 p.m.

Noise-2: Construction activities creating high decibel noise shall be limited to low visitor use times to minimize noise impacts to sensitive receptors. Construction shall be scheduled with OTSDSHP staff to avoid noise impacts to large events occurring at OTSDSHP.

Noise-3: Noise measurements shall be ongoing during construction. If the construction noise threshold established by the City of San Diego is exceeded, then work will stop until appropriate noise attenuation has been determined to have reduced the noise level to below the allowable level.

4.8 PUBLIC SERVICES AND UTILITIES

4.8.1 Regulatory Setting

Park Services

As a space that will be made available for public use, numerous services shall be required to provide a safe and comfortable experience for visitors to OTSDSHP. These services include fire protection, public safety as well as utilities for the efficient operation of OTSDSHP. These utilities include power, water, wastewater systems, stormwater infrastructure and solid waste storage prior to regular removal from the park site.

4.8.2 Environmental Setting

Fire Protection

Protection of the facilities within the site will continue to be served by the San Diego Fire-Rescue Department. The nearest station is Station 8 found at 3974 Goldfinch Street, approximately 1.8 miles from the project site.

Public Safety

Public safety is provided by CDPR Peace Officers (Rangers) that patrol OTSDSHP. In the case that conditions require further support, the San Diego Police Department can be utilized. Old Town falls within the Western Division of the City of San Diego's Neighborhood Divisions. It is served by the station at 5215 Gaines Street, approximately 1 mile from the project site.

Parks and Recreation

OTSDSHP will continue to serve as a State Historic Park that places emphasis on the preservation and interpretation of historic and cultural resources endemic to its location. The City of San Diego manages numerous parks within the area of OTSDSHP that provide opportunity for active recreation. Some of these parks that are within a 1 mile radius of OTSDSHP include:

1. Presidio Park – tree covered, vegetated open space; turf space; gymnasium with hardwood floor; outdoor basketball court; lighted softball field
2. Mission Bay Park – turf space; tree covered, vegetated open space; playgrounds; water recreation; extensive pathways

Utilities

Water service is provided by the City of San Diego's Public Utilities Department via its existing 3,300 miles of distribution pipeline, nine reservoirs and three water treatment plants.

Wastewater service is also provided by the City of San Diego. It is conveyed through the collection sub-system to the Point Loma Wastewater treatment plant before being discharged offshore.

The City of San Diego provides waste collection and recycling for the project site.

Electricity is provided by San Diego Gas and Electric (SDGE) via the transmission and distribution system throughout the City and County of San Diego. If a reason is needed to supply natural gas to the site, this is also provided via SDGE's system.

4.8.3 Environmental Impact Evaluation

In accordance with Appendix G of the CEQA Guidelines, the project would have a significant impact on public services or utilities

- 1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for public services?*

The vacancy of the Office Complex wasn't performed until the replacement Caltrans District 11 Office Complex was constructed nearby at 4050 Taylor Street. Therefore, there was no drop in service provided by Caltrans.

Fire protection, public safety and parks and recreational facilities would not be adversely affected by the project being proposed. Their services would remain sufficiently adequate. Fire and public safety response times would not be affected. Park and recreation facilities surrounding the project would not be used any more than they are currently used. Therefore, impacts to public facilities would be less-than-significant.

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

The change in use of the site to further park space would not result in the deterioration of any nearby recreational facilities. The project would result in further interpretive park space to further share the history of Old Town. There would be no impact to nearby facilities.

- 3. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

The project includes new temporary IPU recreational facilities for passive park recreation and formal interpretive programming including the restoration of the San Diego riverbank and other elements described within the project description.

A range of measures included within the MMRR shall ensure that impacts from the Proposed Project result in impacts that remain less-than-significant.

4. *Would the project exceed wastewater treatment requirements of the San Diego Regional Water Quality Control Board?*

Wastewater produced within the project site would be capable of treatment by the existing infrastructure. No exceedance of requirements would occur resulting in less-than significant impact.

5. *Require or result in the construction of new water or wastewater treatment facilities or stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

The proposed project would not require the construction of new water, wastewater or stormwater drainage facilities. Bioswales would be constructed to retain water onsite and lessen water runoff to the existing stormwater drainage system. Existing services would meet the needs of the project. This would result in no potential for impact due to a need for further facilities.

6. *Would the project have sufficient water supply to serve the project, have sufficient capacity from the local wastewater treatment provider and be served by a landfill with sufficient capacity to accommodate the project's solid waste.*

Utilities including water, wastewater treatment and solid waste would be sufficiently covered by the City of San Diego. No new capacity would be necessary to meet the demand for the project. This would result in less-than-significant impact to these services.

7. *Would the project comply with federal, state, and local statutes and regulations related to solid waste?*

The Proposed Project would comply with all statutes and regulations related to solid waste. This includes the City of San Diego's recycling ordinance requiring all commercial/institutional facilities to recycle in order to divert material from landfills. These efforts shall help meet the goals of increasing waste diversion from landfills through source reduction, recycling and composting.

4.8.4 Avoidance, Minimization, Mitigation

- Pub Serv-1:** The Project shall comply with existing regulations related to public services and consult with utility providers including the City of San Diego and SDGE to ensure efficient and safe access to their services.

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4.9 TRANSPORTATION AND TRAFFIC

4.9.1 Regulatory Setting

The City of San Diego owns and maintains the streets that surround the project site. A number of agencies and jurisdictions provide transportation infrastructure and services to OTSDSHP and the surrounding communities. Although not bound by City of San Diego traffic guidelines, CDPR shall make effort to ensure that any changes to the road network comply with them.

4.9.2 Environmental Setting

The City of San Diego maintains roads adjacent to the Project Site which includes:

- Taylor Street, a four-lane urban collector with two way left turn lane.
- Juan Street, a two-lane commercial local street
- Wallace Street, a two-lane commercial local street
- Calhoun Street, a two-lane commercial local street

The San Diego Metropolitan Transit Service (MTS) provides bus service originating from Old Town, traveling along Taylor Street to serve the City of San Diego. These routes include:

- Route 44 – providing service originating from the Old Town Transit Station to the community of Clairemont, traveling through Linda Vista and Kearny Mesa
- Route 88 – providing service originating from the Old Town Transit Station to Fashion Valley via Hotel Circle South and North
- Route 105 – providing service originating from the Old Town Transit Station to University City, traveling through the communities of Linda Vista, Bay Park and Clairemont

San Diego MTS also provides Light Rail Trolley Service using the nearby Old Town Transit Station as a primary point of connection.

- Green Line – Begins in downtown San Diego 12th and Imperial Transfer Station, includes a stop at the Old Town Transit Station and runs eastbound paralleling Interstate 8 through the City of La Mesa until reaching the City of El Cajon, where it changes direction heading north and terminating within the City of Santee

The North County Transit District operates the Coaster commuter rail that includes a major stop at the Old Town Transit Station. The line runs from the Santa Fe Depot in downtown San Diego to the Oceanside Transit Station near the northern border of San Diego County.

4.9.3 Environmental Impact Evaluation

In accordance with Appendix G of the CEQA Guidelines, the project would have a significant impact on traffic if it would:

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

The development of the Proposed Project would result in no conflicts with applicable plans that affect the circulation system surrounding the project site including the City of San Diego's Mobility Element due to the limited impact of the additional parking to be added to the project site.

No changes to the existing street network surrounding OTSDSHP are needed to facilitate the approximate 40 space vehicle parking increase from the 13 spaces that currently exist. The highest volume intersection adjacent to the Proposed Project site, Juan and Taylor Streets will result in no significant increase in delay. Additionally, the exiting and entering of vehicles between Juan Street and Wallace from the proposed increase in traffic will not induce significant queuing or conflict. The Proposed Project would not result in any impacts to the existing mass transit systems nearby. Impacts to intersections, streets, highways, freeways, and other modes of transit would be less-than-significant.

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

Peak periods of use of the Lot F parking lot adjacent to Calhoun Street occurs between 4-7pm on Thursdays and Fridays and between 3-7pm on Saturdays. During these peak periods, Level of Service "C" would result for Taylor and Juan Streets for both the existing condition and Proposed Project. The volume/capacity ratio is less than 0.85, indicative of stable intersection operations. Therefore, impacts to level of service of the surrounding road network shall be less-than-significant.

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

The Proposed Project would not increase hazards from design features or incompatible uses. No transportation systems shall be redesigned nor would there be any change in the uses of the transportation system by the Proposed Project. This will result in no impact.

4. *Result in inadequate emergency access?*

No change in emergency access will result from the Proposed Project. Therefore no impact shall result to emergency access by the Proposed Project.

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

A wide range of public transit opportunities exist within or very close to the community of Old Town. It is the intent of OTSDSHP to continue to encourage the increased use of public transit to provide relief to the frequently congested road network. The Proposed Project will not adversely affect the existing alternative transportation systems. This will result in no impact to these facilities.

4.9.4 Avoidance, Minimization, Mitigation

Trans-1: The existing road network and pedestrian facilities surrounding the Project site will be rerouted in the event that they are required for construction purposes.

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5 IMPACTS THAT ARE LESS THAN SIGNIFICANT OR RESULT IN NO IMPACT

5.1 AGRICULTURE AND FORESTRY RESOURCES

Neither agriculture nor forest lands exist within the Project footprint or surrounding it. This will result in no impact to agricultural or forest resources.

5.2 AIR QUALITY

The Project site is found within the San Diego Air Basin (SDAB), an area of approximately 4,200 square miles. The population and emissions within the SDAB are concentrated mainly in the western portion of San Diego County. San Diego County accounts for approximately 8% of the State's population and approximately 7% of the State's criteria pollutant emissions. The SDAB is classified as a transport recipient. Transport pollutants including ozone, nitrous oxides and volatile organic compounds are transported into the SDAB from the South Coast Air Basin to the north and Tijuana, Mexico to the south.

The Proposed Project will include temporary construction emissions as a result of the construction that onsite including grading and other construction efforts required to provide the Immediate Public Use of the Project site.

The operation of the Project site would result in minimal emissions from the presence of approximately 40 new parking spaces. Emissions from this additional parking would not result in new emissions, but would attract a minimal level of emissions to the project area that haven't existed in this location due to the site being vacant, since 2006 when Caltrans moved to its replacement District 11 Office Complex across Taylor Street.

CDPR will implement measures found in §7.2 to minimize the potential for construction emissions from pollutants including carbon monoxide and particulate matter. Impact would be less than significant with the implementation of these measures.

5.3 BIOLOGICAL RESOURCES

The potential for sensitive biological resources within the project site is limited due to the lack of native plants and the dominance of the built environmental, both within the site and the adjacent highly developed urban area of the City of San Diego. As a result, OTSDSHP is not included in the San Diego Multiple Species Conservation Program (MCSP). This section includes specific information about the biological resources, and potential impacts to them, from the proposed project development.

Vegetation

The vegetation that is present onsite consists of mature ornamental landscape species planted to complement the Office Complex development and still exists today. It includes mature landscape species including trees, vines, shrubs, groundcover and turf. Irrigation is available for this landscaping. Some of the plantings onsite have grown relatively tall and provide attributes worthy of maintaining such as shade and/or are part of the historic landscape of the Proposed Project site. A single mature California pepper tree along Wallace Street has potential historic value. (See § 4.5.2 for more information). A list of species recorded on the project site is found in **Table 4-1**.

Planting native and non-invasive period-appropriate species as part of Proposed Project will enhance the property's connection to, and integrity with, the OTSDNRD while removing the site's contribution to degradation of native vegetation areas in proximity to the Project area, such as within the San Diego River and Presidio Park.

The project area does not contain native species, but three vegetation types covered by the MSCP are within proximity of the project area: a small occurrence of Diegan Coastal Sage Scrub is located 0.16 miles to the northeast within Presidio Park, and Southern Cottonwood – Willow Riparian Forest and Southern Riparian Scrub are present 0.3 miles north along the San Diego River. There are no riparian habitats, sensitive natural communities, or wetlands within the project site but stormwater runoff is carried directly to the San Diego River.

Wildlife

There are no known sensitive wildlife species within the Proposed Project site, but there is a potential for bats and various bird species to use the buildings and mature trees that are present within and surrounding the site. While noise and other disturbances from the surrounding environment and regular landscape maintenance limit the potential for wildlife, the buildings and mature trees do provide opportunities for bird nests, rodent burrows, and bat roosts. If present, they could be impacted by the Proposed Project.

Impacts to biological measures shall be less-than-significant. With the incorporation of the measures found in § 7.4, impacts to biological resources shall be reduced further.

5.4 GREENHOUSE GAS EMISSIONS

Emissions shall occur from the operation of equipment involved in the demolition, grading and construction of Immediate Public Use facilities on the project site. These will be construction-related emissions that shall be temporary in nature and amounts would be based on the equipment used and duration of use. Emissions from the operation of the Project site would include power equipment for the maintenance of landscaping and shall be minimal. These minimal emissions would contribute a less-than-significant impact to climate change and the environment.

5.5 LAND USE AND PLANNING

The area surrounding the project site consists of a number of land uses including single family residential, multi-family residential, public park space, commercial and industrial.

The acquisition of the Office Complex into OTSDSHP shall change land use from a commercial/government use to public park space that will support the expansion of OTSDSHP and its purpose of interpreting the history of Old Town.

Old Town San Diego State Historic Park General Development Plan

Future planning of the site shall utilize the existing General Plan (1977). Attention should be called to the “Declaration of Purpose” (p. 18), which begins with:

Old Town San Diego State Historic Park is established to preserve, re-create, interpret, and make available for public enlightenment and enjoyment the historic structures and environment, the activities of 'the people and as much as possible of the atmosphere that characterized the community of San Diego during the period 1821 through 1872, beginning when the town was established as one of the earliest settlements of European man in California, and extending through the time when the city records were relocated to "The New Town" and a disastrous fire destroyed much of the early settlement.

The “Declaration of Management Policy” (p. 19), provides further guidance including: the value of historical events that took place; necessity to perform restoration and reconstruction in a historically accurate manner; and that activities taking place within preserved, restored or reconstructed buildings be compatible with the historic structures and with their individual histories.

The “Basis for Design” (p. 42), provides guidance for the restoration of historic buildings, the influence of a range of architecture styles through the interpretive period (1821-1872), documentation of archaeological studies, use of only vegetation that has been documented to have occurred in the area, appropriate use of fixtures to provide a historically accurate atmosphere, limited means of circulation through OTSDSHP and concessions compatible with the interpretation of OTSDSHP.

California State Parks Accessibility Guidelines

The development proposed by the Proposed Project shall be consistent with the Guidelines including but not limited to interpretive exhibits and programming, routes of travel, signage, fixed benches, public use facilities and parking.

Old Town San Diego State Historic Park Strategic Plan for Interpretation

As an integral part of the success of the Project, the Plan for Interpretation provides goals and objectives for the appropriate interpretive programs at OTSDSHP, p. 129. It identified the acquisition of the Project site as being a valuable addition to OTSDSHP, p. 61.

With adherence to the planning documents above there shall be no impacts as a result of the Project. There shall be no division of the existing community, nor interference with the implementation of land use plans, general plans, local coastal programs or zoning ordinances.

5.6 MINERAL RESOURCES

According to the City of San Diego's General Plan Program EIR Section 3.9 Mineral Resources, the project site is within a Generalized Mineral Land Classification zoned as MRZ-1. This indicates that it is an area where adequate information indicates that no significant mineral deposits are present, or where it is judged that there is little likelihood for their presence. Based on this review, the project site would not result in the loss of mineral resources of value to the region or delineated on any land use plan and therefore result in no impact.

5.7 PALEONTOLOGICAL RESOURCES

Paleontological resource potential is low due to the nearby San Diego River watershed and its frequent hydraulic changes. However, a qualified vertebrate paleontologist would be contacted in the rare instance that such resources are found during demolition and grading activities associated with the Proposed Project as stated in § 7.9.

5.8 POPULATION AND HOUSING

The project site is located within the City of San Diego and community of Old Town. Development within the community is regulated by the City of San Diego Old Town Planned District Ordinance. However, these ordinances do not apply to CDPR and its development and management of OTSDSHP. Development of the Park is guided by the OTSDSHP General Plan and other planning efforts prepared specifically for OTSDSHP.

The population of the City of San Diego is estimated at 1.34 million. Estimates of housing for the City of San Diego place the number of housing units at 517,000. Occupancy of these housing units is approximately 92%.

The proposed project would not result in population growth from its implementation. The project does not propose the construction of housing or indirectly result in an increase in growth due to the construction of public infrastructure such as roads or utilities.

5.9 BENEFICIAL EFFECTS

The project will have beneficial effects on recreational opportunity by providing a new space for visitors to experience within OTSDSHP, compared to the existing use, which provides no public access or use.

The space will focus on passive recreation due to the focus on the interpretive and educational opportunities of the historic park including interpreting the Mexican and American time periods between 1820 and 1872. Since education interpretation is less common in most urban parks, this is an important benefit to the region.

The interpretation of the San Diego River's role in the origins and evolution of Old Town San Diego at this site will also allow for an understanding of the River's importance and how its function has changed over time.

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6 CEQA REQUIRED CONSIDERATIONS

6.1 GROWTH INDUCING IMPACTS

The CEQA Guidelines require a discussion of the ways in which a project could induce growth. This includes economic growth, population growth, the construction of additional housing in the surrounding environment, or the addition of public facilities that may reduce obstacles to further growth.

Growth inducing impact as a result of the Proposed Project will be minimal and would not induce population growth or substantial economic growth. Construction of the Project shall create additional employment on a short term basis. The Project construction would not be long enough to attract employees on a permanent basis to the community of Old Town. No new housing would need to be constructed to accommodate the limited employment created by the Project. The additional park space to be managed by CDPR could result in the need to hire a small number of additional employees to operate OTSDSHP. The additional public use park space provided by the Project would meet a need for local residents as well as visitors outside of the community. As a result, growth inducing impact would be less-than-significant.

6.2 CUMULATIVE IMPACTS

The CEQA Guidelines define Cumulative Impacts as:

Two or more individual effects which, when considered together are considerable or which compound or increase other environmental effects. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

There are three projects that have the potential to result in cumulative impact within the area that surrounds the Project Site including the community of Old Town. They are the Caltrans District 11 District Office Replacement, Juan Street Improvement Project and the Hilton Garden Inn. Potential impact would be to the transportation network shared by travelers utilizing Old Town as a residential neighborhood, park space and as a place of employment. Cumulative impact may also occur to the area's cultural resources due to the extensive, long-standing land use history and existing potential for both above and below ground cultural and historical resources.

Replacement of Caltrans District 11 Office Complex (Caltrans)

Replacement of the Caltrans District 11 Office Complex consisted of development of a new, consolidated office facility of approximately 301,000 square feet of new office space housing 956 Caltrans employees, 815 parking spaces on 11 acres. The site is

located on State-owned property in the City of San Diego within the community of Old Town. The proposed facility consolidated existing Caltrans functions currently found at several locations in the region. Approximately 860 employees were located at the existing facility immediately southeast of Taylor Street on Juan Street in the community of Old Town. The complex consists of three office buildings, a central plant building, and a vehicle light maintenance facility. The three buildings range from two to five stories in height. The project also incorporates landscaping and outdoor plaza areas.

Traffic/Transportation

The replacement Caltrans District 11 Office Complex was constructed to consolidate staff that had been spread throughout the region. This resulted in the addition of an additional 96 employees to the Old Town complex, generating 384 additional trips to the area (based on 4 trips/day). The added staff resulted in additional volume to the immediate road network surrounding the Office Complex.

Caltrans incorporated into the project number of measures to mitigate the impacts associated with the change in traffic conditions. These reduced traffic impact to below a level of significance. The cumulative impact of this project and the Proposed Project shall together result in less-than-significant impact to traffic as both Level of Service (LOS) and vehicle/capacity ratio at adjacent street segments and intersections shall remain adequate.

Cultural Resources

The Caltrans District 11 District Office replacement project resulted in the demolition of two buildings (4050 and 4080 Taylor St.) that were determined eligible for the National Register of Historic Places. The buildings were both reminiscent of the Spanish Colonial style of architecture popular in early 20th century San Diego and contained elements including Spanish tile, arched elements over windows and stuccoed walls. Recordation of the two buildings took place according to Historic American Buildings Survey (HABS) guidelines. Mitigation for impact to the remaining building (4024 Taylor Street) included rehabilitation following the Secretary of Interior's Standards as well as preservation of stamped curbs and concrete sections.

Constraints made examining the project site for potential archaeological resources infeasible. Through archival research, archaeological sensitivity rankings were assigned to blocks within the project area. This allowed for development of the research and testing plan that was implemented after building demolition and prior to construction. This plan along with numerous mitigation measures to assess, monitor and recover significant resources shall result in impact that is less-than-significant.

Access to documentation prepared for the Caltrans District Office Replacement Project would assist in better understanding the history of the region and allow for more effective analysis of any resources discovered in the course of carrying out mitigation and research of the Proposed Project's APE.

Juan Street Improvement Project (City of San Diego)

This project provides for the replacement of the existing concrete pavement, sidewalks, curb & gutter, water main, storm drain, improvements to the underground utilities, and private driveways as needed. The project footprint includes Juan Street adjacent to the Proposed Project starting at the intersection with Taylor Street and ending at the intersection with Sunset Rd, a distance of approximately 0.7 miles.

Traffic/Transportation

Construction of this Project includes a Traffic Control Plan to prevent any substantial impact to traffic circulation. The replacement of the street pavement, sidewalks and utilities will not increase or decrease capacity of the transportation system. Current traffic demand is adequately met by the existing infrastructure.

Cultural Resources

The project footprint is within the boundaries of a significant historical resource and has the potential to result in significant impact to buried cultural resources. To reduce impacts below a level of significance, an Archaeological Data Recovery Plan and archaeological monitoring program shall be implemented. The data obtained from these studies should be referred to in order to better understand any findings from data recovery for the Proposed Project.

Hilton Garden Inn (City of San Diego)

This project is the:

demolition of an existing 2-story 100 room motel, restaurant, bar, banquet room, pool & parking lot and the construction of a 121 ,600-square-foot hotel with 179 guestrooms on a 2.34 acre site. In addition the project would construct a 27,600 square foot subterranean parking structure consisting of 66 automobile & 4 motorcycle parking spaces. Surface parking of 113 spaces would bring the total automobile parking to 179 spaces.

The project is located at 4200 Taylor Street across Sunset Street from the Replacement Caltrans District 11 Office Complex.

Traffic/Transportation

Traffic analysis determined that the additional 79 rooms to be provided beyond what existed in the previous motel would generate an anticipated 711 daily vehicle trips. Traffic breakdown estimated that 70% of project traffic would access from the west along Taylor St., while the remaining 30% would access from the east along Taylor St. Based on criteria of the City of San Diego's traffic impact analysis guidelines, no improvements or mitigation measures were required for the project.

Cultural Resources

Upon conducting research of the land use history of the project site as well as conducting survey, it was determined that the project would not have the potential to impact a significant or unique archaeological resource as defined under CEQA and the City of San Diego Historical Resources Regulations and Guidelines. Due to the potential for buried archaeological deposits to exist, monitoring will be necessary during construction activities. In the event that resources are found, a Research Design and Archaeological Data Recovery Program would be prepared and implemented. These steps shall reduce impact to a less-than-significant level.

7 MITIGATION MEASURES AND MONITORING PROGRAM

In order to ensure that the mitigation measures identified in this EIR are implemented, CDPR shall apply the following conditions and treatments including avoidance, minimization and mitigation measures it has required for the Proposed Project in order to avoid or reduce impacts. A list of those requirements may be found below.

CDPR shall ensure that all measures have been incorporated into contract documents prior to project bidding. Any project changes with the potential to result in further impact shall be re-evaluated by CDPR.

7.1 AESTHETIC MEASURES

Visual-1: CDPR shall continue outreach with the community, regular park users and business owners in Old Town community to gain support for the design of the park space and minimize visual impact to key user groups.

Visual-2: CDPR Landscape architects and historians shall coordinate in developing the design for the project site.

Visual-3: Comments received during the EIR process regarding design shall be evaluated for compatibility and incorporated when appropriate.

7.2 AIR QUALITY MEASURES

AQ-1: For paved road track-out, all haul vehicles shall be covered or shall comply with vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads;

AQ-2: Paved streets shall be swept at least once per day where there is evidence of dirt that has been carried onto the roadway;

AQ-3: Watering of exposed dirt to minimize dust and dust plumes;

AQ-4: Inactive disturbed areas shall be treated as soon as feasible to prevent soil erosion;

AQ-5: Open soil piles that will remain on-site for two or more days shall be treated or covered to prevent soil erosion;

AQ-6: During high wind conditions (wind speeds in excess of 25 miles per hour), all earthmoving activities shall cease or water shall be applied to soil not more than 15 minutes prior to disturbing such soil.

7.3 ARCHAEOLOGY MEASURES

Arch-1: All ground-disturbing activities shall be monitored by a qualified archaeologist and a Native American monitor. Monitors shall observe all

new earthwork and inspect back dirt piles for artifacts. Monitoring logs shall be completed for each day that monitoring is undertaken, including photographs of the project area and records of construction activities. Any discoveries (including diagnostic isolates) shall be accurately plotted in order to document distribution and create working field maps and final report-quality maps.

Arch-2: If archaeological features or potentially significant concentrations of artifacts are encountered during monitoring, all ground-disturbing activities will immediately be redirected away from the discovered resource to allow for its evaluation and appropriate treatment. This evaluation will be undertaken by the archaeological Principal Investigator at the Southern Service Center or their designee. The discovery site shall be flagged to protect it from further construction impacts. Once the feature or deposit has been exposed to the extent possible, C DPR archaeologists shall assess the eligibility of the feature or deposit and make a determination as to avoidance, protection, or implementation of mitigation measures such as data recovery.

Arch-3: In the event of an accidental discovery or recognition of any human remains within the project area in any location other than a dedicated cemetery, the following steps shall be taken. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the San Diego County Medical Examiner has been contacted to determine that no investigation of the cause of death is required. If the Medical Examiner determines the remains to be Native American, the Medical Examiner shall contact the Native American Heritage Commission within 24 hours.

The Native American Heritage Commission shall identify the person or persons it believes to be the Most Likely Descendent/s (MLD) of the deceased Native American. As provided in Public Resources Code Section 5097.98, the MLD may make recommendation for treatment or disposition with appropriate dignity, of the human remains and any associated grave goods. Alternatively, where the conditions listed below occur, an authorized representative of C DPR shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. The conditions are: (1) that the Native American Heritage Commission is unable to identify an MLD, or (2) the MLD fails to make a recommendation within 24 hours after being notified by the commission, or (3) C DPR rejects the recommendation of the MLD, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to C DPR. California Department of Parks and Recreation's policy regarding the treatment of human remains is consistent with these guidelines.

7.4 BIOLOGICAL RESOURCE MEASURES

- Bio-1:** Vegetation removal should be conducted between September 15 and March 1 to avoid the bird breeding season. If vegetation removal must occur during the bird breeding season then a qualified biologist should survey the area no more than 5 days prior to construction to ensure there are no nesting birds to comply with the Migratory Bird Treaty Act. If a nest is detected, then a minimum 100 feet no disturbance buffer will be established by a qualified biologist. The buffer will be in place until the qualified biologist determines the young are no longer dependent on the nest or the nest has failed.
- Bio-2:** Prior to demolition, a qualified biologist should survey the site, including the buildings and trees, for bat use. If bats are observed using the site for roosting then coordination with the CDPR Environmental Scientist or designee should take place to determine the best means of avoiding harassment.
- Bio-3:** No plants on the California Invasive Plant Council Inventory “High” or “Moderate” list shall be used for new landscaping. Alternatives for the historic landscape should be sought. A plant within these categories may only be used if it is necessary for consistency with restoring the historic integrity of the site, is formally identified as a character-defining element to the historic landscape and no feasible or prudent alternative can be found.

7.5 GEOLOGIC RESOURCE/HAZARD MEASURES

- Geo-1:** After a large earthquake event (i.e., magnitude 5.0 or greater within 50 miles of the project site), the Project Manager will arrange for appropriate inspection of all project structures and features for damage as soon as possible after the event. If any structures or features have been damaged, they will be closed to park visitors, volunteers, residents, contractors, and staff.

7.6 HISTORIC RESOURCES

- Hist-1:** Prior to demolition, Historic American Buildings Survey (HABS) Level II documentation of the Office Complex shall take place. The documentation includes the following elements and shall be kept on file at CDPR including the San Diego Coast District, Southern Service Center and Cultural Resources Division. Additional copies of documentation shall also be provided to the San Diego History Center and the San Diego Public Library, California Room.

Measured drawings produced at a precise scale from dimensions recorded in the field. Drawings may be produced either by hand or with computer-aided drafting (CAD).

Large-format photographs taken at maximum resolution possible for placement in archival storage in both color and black & white formats. A minimum of 8x10 size should be producible from the digital photographs and prints should be produced on archival quality photo paper.

Written histories shall be completed in order to place the site or structure within the appropriate context, addressing both the historical and the architectural or engineering aspects of its significance.

Retain field records, though not formal documentation, including notes, sketches, digital photographs, field measurements and historical views used in preparing formal documentation. They are the primary source of HABS/HAER/HALS measured drawings and can reveal aspects of a structure or site not emphasized in the formal documentation. They shall be retained as an important record of the documentation process, and often provide the greatest detail.

Hist-2: Interpretive elements shall be provided at a publically accessible site within or outside the nearby Caltrans Museum, which would provide a narrative of the historic significance of the building and include photographs of the building as it would have been viewed from key vantage points to display the building's existence.

Hist-3: An Open House where invited architectural students and interested parties from local or regional institutions and organizations such as the School of New Architecture and Modern San Diego, SOHO'S Modernism Committee, Docomomo Southern California Chapter, the media and the public can walk about the building to learn, study, and photograph the Office Complex and its character defining features. CDPR shall provide interpretation of the building during the Open House by one or more architectural historians or historians familiar with the building's history, and/or experts in Modernism.

7.7 HYDROLOGY AND WATER QUALITY

WQ 1: Prior to the start of construction involving ground-disturbing activities, the Project contractor will prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) for DPR approval that identifies temporary Best Management Practices (BMPs) (e.g., tarping of any stockpiled materials or soil; use of silt fences, straw bale barriers, fiber rolls, etc.) and permanent (e.g., structural containment, preserving or planting of vegetation) for use in all construction areas to reduce or eliminate the discharge of soil, surface water runoff, and pollutants during all excavation, grading, trenching, repaving, or other ground-disturbing activities. The SWPPP will include BMPs for hazardous waste and contaminated soils

management and a Spill Prevention and Control Plan (SPCP), as appropriate.

- WQ 2:** All heavy equipment parking, refueling, and service will be conducted within designated areas outside of the 100-year floodplain to avoid water course contamination.
- WQ 3:** The project will comply with all applicable water quality standards as specified in the Water Quality Control Plan for the San Diego Basin.
- WQ 4:** All construction activities will be suspended during heavy precipitation events (i.e., at least 1/2-inch of precipitation in a 24-hour period) or when heavy precipitation events are forecast.
- WQ 5:** The Project contractor will protect exposed soils and graded areas with silt fences, straw bale barriers, fiber rolls, and/or other appropriate construction BMPs.

7.8 NOISE MEASURES

- Noise-1:** Construction activities shall follow City of San Diego Municipal Code §59.5.0401, which limits construction noise and prohibits conducting construction activities that would expose residential land use to an average sound level greater than 75 decibels from 7:00 a.m. to 7:00 p.m.
- Noise-2:** Construction activities creating high decibel noise shall be limited to low visitor use times to minimize noise impacts to sensitive receptors. Construction shall be scheduled with OTSDSHP staff to avoid noise impacts to large events occurring at OTSDSHP.
- Noise-3:** Noise measurements shall be ongoing during construction. If the construction noise threshold established by the City of San Diego is exceeded, then work will stop until appropriate noise attenuation has been determined to have reduced the noise level to below the allowable level.

7.9 PALEONTOLOGY MEASURES

- Paleo-1:** A qualified vertebrate paleontologist shall be contacted in the rare instance that such resources are found during demolition and grading activities associated with the Proposed Project.

7.10 PUBLIC SERVICES & UTILITY MEASURES

- Pub Serv-1:** The Project shall comply with existing regulations related to public services and consult with utility providers including the City of San Diego and SDGE to ensure efficient and safe access to their services.

7.11 TRANSPORTATION & TRAFFIC

Trans-1: The existing road network and pedestrian facilities surrounding the Project site will be rerouted in the event that they are required for construction purposes.

7.12 MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation measures have been shortened in this table for efficiency when utilized during construction. Full length mitigation measures should be referenced in **Chapter 7**.

Table 7-1: Mitigation Monitoring Reporting Program

Abbrev.	Mitigation Measure	Timing of Action	Monitoring Reporting Party	Date Completed & Initials (PM or CM)
Visual-1	CDPR shall continue outreach with the community, regular park users and business owners in Old Town community to gain support for the design of the park space and minimize visual impact to key user groups.	Project Planning and Design	CDPR Project Manager, CDPR Project Designer CDPR Planner	
Visual-2	CDPR Landscape architects and historians shall coordinate in developing the design for the project site.	Project Planning and Design	CDPR Project Manager CDPR Project Designer CDPR Historian	
Visual-3	Comments received during the EIR process regarding design shall be evaluated for compatibility and incorporated when appropriate.	Project Planning and Design	CDPR Project Manager CDPR Project Designer CDPR Planner	
AQ-1	For paved road track-out, all haul vehicles shall be covered or shall comply with vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads.	Construction	CDPR Project Manager CDPR Contract Manager	
AQ-2	Paved streets shall be swept at least once per day where there is evidence of dirt that has been carried onto the roadway	Construction: once daily and as needed	CDPR Project Manager/ CDPR Contract Manager	
AQ-3	Watering of exposed dirt to minimize dust and dust plumes	Construction based on visual inspection	CDPR Project Manager CDPR Contract Manager	
AQ-4	Inactive disturbed areas shall be treated as soon as feasible to prevent soil erosion.	Construction: demolition and grading	CDPR Contract Manager	

Abbrev.	Mitigation Measure	Timing of Action	Monitoring Reporting Party	Date Completed & Initials (PM or CM)
AQ-5	Open soil piles that will remain on-site for two or more days shall be treated or covered to prevent soil erosion	Construction	CDPR Contract Manager	
AQ-6	During high wind conditions (wind speeds in excess of 25 miles per hour), all earthmoving activities shall cease or water shall be applied to soil not more than 15 minutes prior to disturbing such soil.	Construction: Grading and Demolition	CDPR Contract Manager	
Arch-1	All ground-disturbing activities shall be monitored by a qualified archaeologist and a Native American monitor. Monitors shall observe all new earthwork and inspect back dirt piles for artifacts.	Construction	CDPR Project Manager CDPR Archaeologist	
Arch-2	If archaeological features or potentially significant concentrations of artifacts are encountered during monitoring, all ground-disturbing activities will immediately be redirected away from the discovered resource to allow for its evaluation and appropriate treatment. The discovery site shall be flagged to protect it from further construction impact before making a determination of whether to avoid, protect or recover the find.	Construction: Grading and Demolition	CDPR Project Manager CDPR Archaeologist	
Arch-3	In the event of discovery of human remains, excavation or disturbance of the area will stop until the SD County Medical Examiner makes a determination of the discovery and appropriate further steps are taken. Refer to § 7.3 of the Project EIR for more information.	Construction: Grading and Demolition	CDPR Project Manager CDPR Archaeologist	

Abbrev.	Mitigation Measure	Timing of Action	Monitoring Reporting Party	Date Completed & Initials (PM or CM)
Bio-1	Vegetation removal should be conducted between September 15 and March 1 to avoid the bird breeding season. If vegetation removal must occur during the bird breeding season then a qualified biologist should survey the area no more than 5 days prior to construction to ensure there are no nesting birds	Construction	CDPR Project Manager CDPR Env. Scientist	
Bio-2	Prior to demolition, a qualified biologist should survey the site, including the buildings and trees, for bat use. If bats are observed using the site for roosting then coordination with the CDPR Environmental Scientist or designee should take place to determine the best means of avoiding harassment.	Construction: Demolition	CDPR Project Manager CDPR Env. Scientist	
Bio-3	No plants on the California Invasive Plant Council Inventory “High” or “Moderate” list shall be used for new landscaping. A plant within these categories may only be used if it is necessary for consistency with the interpretive period, is identified as a character-defining element to the historic landscape and no feasible or prudent alternative can be found.	Landscape Design	CDPR Designer CDPR Env. Scientist CDPR Historian	
Geo-1	After a large earthquake event (i.e., magnitude 5.0 or greater within 50 miles of the project site), the Project Manager will arrange for appropriate inspection of all project structures and features for damage as soon as possible after the event. If any structures or features have been damaged, they will be closed to park visitors, volunteers, residents, contractors, and staff.	Construction	CDPR Project Manager	

Abbrev.	Mitigation Measure	Timing of Action	Monitoring Reporting Party	Date Completed & Initials (PM or CM)
Hist-1	Prior to demolition, Historic American Buildings Survey (HABS) Level II documentation of the Office Complex shall take place. The documentation includes the following elements and shall be kept on file at CDPR including the San Diego Coast District, Southern Service Center and Cultural Resources Division. Additional copies of documentation shall also be provided to the San Diego History Center and the San Diego Public Library, California Room.	Prior to Beginning of Construction	CDPR Project Manager CDPR Cultural Resources Supervisor	
Hist-2	Interpretive elements shall be provided at a publically accessible site within or outside the nearby Caltrans Museum, which would provide a narrative of the historic significance of the building and include photographs of the building as it would have been viewed from key vantage points to display the building's existence.	Prior to Construction	CDPR Project Manager CDPR Cultural Resources Supervisor	
Hist-3	An Open House where invited architectural students and interested parties from local or regional institutions and organizations such as the School of New Architecture and Modern San Diego, SOHO'S Modernism Committee, Docomomo Southern California Chapter, the media and the public can walk about the building to learn, study, and photograph the Office Complex and its character defining features. CDPR shall provide interpretation of the building during the Open House by one or more architectural historians or historians familiar with the building's history, and/or experts in Modernism.	Prior to Construction	CDPR Project Manager CDPR Cultural Resources Supervisor	

Abbrev.	Mitigation Measure	Timing of Action	Monitoring Reporting Party	Date Completed & Initials (PM or CM)
WQ-1	Prior to the start of construction involving ground-disturbing activities, the Project contractor will prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) for DPR approval that identifies temporary Best Management Practices (BMPs) (e.g., tarping of any stockpiled materials or soil; use of silt fences, straw bale barriers, fiber rolls, etc.) and permanent (e.g., structural containment, preserving or planting of vegetation) for use in all construction areas to reduce or eliminate the discharge of soil	Pre-Construction	CDPR Project Manager Project Contractor	
WQ-2	All heavy equipment parking, refueling, and service will be conducted within designated areas outside of the 100-year floodplain to avoid water course contamination.	Construction	CDPR Project Manager CDPR Contract Manager	
WQ-3	The project will comply with all applicable water quality standards as specified in the Water Quality Control Plan for the San Diego Basin.	Construction	CDPR Project Manager CDPR Contract Manager	
WQ-4	All construction activities will be suspended during heavy precipitation events (i.e., at least 1/2-inch of precipitation in a 24-hour period) or when heavy precipitation events are forecast.	Construction	CDPR Project Manager CDPR Contract Manager	
WQ-5	The Project contractor will protect exposed soils and graded areas with silt fences, straw bale barriers, fiber rolls, and/or other appropriate construction BMPs.	Construction: Demolition and Grading	CDPR Project Manager CDPR Contract Manager	
Noise-1	Construction activities shall follow City of San Diego Municipal Code §59.5.0401, which limits construction noise and prohibits conducting construction activities that would expose residential land use to an average sound level greater than 75 decibels from 7:00 a.m. to 7:00 p.m.	Construction	CDPR Project Manager CDPR Contract Manager	

7 Mitigation Measures and Monitoring Program

Abbrev.	Mitigation Measure	Timing of Action	Monitoring Reporting Party	Date Completed & Initials (PM or CM)
Noise-2	Construction activities creating high decibel noise shall be limited to low visitor use times to minimize noise impacts to sensitive receptors. Construction shall be scheduled with OTSDSHP staff to avoid noise impacts to large events occurring at OTSDSHP.	Construction	CDPR Project Manager CDPR Contract Manager	
Noise-3	Noise measurements shall be ongoing during construction. If the construction noise threshold established by the City of San Diego is exceeded, then work will stop until appropriate noise attenuation has been determined to have reduced the noise level to below the allowable level.	Construction	CDPR Project Manager CDPR Contract Manager	
Paleo-1	A qualified vertebrate paleontologist shall be contacted in the rare instance that such resources are found during demolition and grading activities associated with the Proposed Project.	Construction	CDPR Project Manager CDPR Contract Manager	
Pub Serv-1	The Project shall comply with existing regulations related to public services and consult with utility providers including the City of San Diego and SDGE to ensure efficient and safe access to their services.	Planning and Construction	CDPR Project Manager CDPR Contract Manager	
Trans-1	The existing road network and pedestrian facilities surrounding the Project site will be rerouted in the event that they are required for construction purposes.	Planning and Construction	CDPR Project Manager CDPR Contract Manager	

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APPENDICES (UNDER SEPARATE COVER)

Appendix AFindings and Statement of Overriding Consideration
Appendix B Response Letters to Notice of Preparation
Appendix C Former Caltrans District 11 Office Complex
Historical Background and Significance
Appendix D Historical Context, Archaeological Research Design for the
Demolition of the Former Caltrans District 11 Office Complex