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January 22, 2026

Environmental Review Update Checklist Form For projects with Previously Approved Environmental Documents

FOR PURPOSES OF CONSIDERATION OF Advertise and Award Construction Contract for the Cole Grade Road Improvement Project Phase 1 (PROJECT #1003046)

The California Environmental Quality Act (CEQA) Guidelines Sections 15162 through 15164 set forth the criteria for determining the appropriate additional environmental documentation, if any, to be completed when there is a previously adopted Negative Declaration (ND) or a previously certified environmental impact report (EIR) covering the project for which a subsequent discretionary action is required. This Environmental Review Update Checklist Form has been prepared in accordance with CEQA Guidelines Section 15164(e) to explain the rationale for determining whether any additional environmental documentation is needed for the subject discretionary action.

1. Background on the previously certified EIR:

The County of San Diego (County) Board of Supervisors certified the Final EIR for the Cole Grade Road Improvement Project (State Clearinghouse Number 2015121090) on November 20, 2019. The EIR analyzed the environmental impacts of an improvement project for Cole Grade Road in an unincorporated portion of the County in the community of Valley Center. The project evaluated in the certified EIR included the widening of a 2.83-mile long segment of Cole Grade Road between Fruitvale Road and Pauma Heights Road/West Oak Glen Road within a proposed 84-foot right-of-way. The project included the acquisition of right-of-way easements from approximately 50 property owners. The major components of the project included:

- 12-foot-wide northbound travel lane;
- 12-foot-wide southbound travel lane;
- 12-foot wide two-way left-turn lane;
- Three left-turn pockets at the intersections of Cole Grade Road with Cool Valley Road, Cool Valley Ranch Road, and Hilldale Road;
- Replacement of three box culverts at Keys Creek and unnamed tributary undercrossings of Cole Grade Road;

- 5-foot-wide bike lanes on both sides of the roadway;
- 3-foot-wide graded road shoulders and 7-foot-wide vegetated drainage swales adjacent to the bike lanes on both sides of the roadway;
- 6-foot-wide graded parkway east of the drainage swale on the east side of the roadway;
- 12-foot-wide decomposed granite pathway west of the drainage swale on the west side of the roadway with fencing on both sides of the proposed pathway to enhance pedestrian and equestrian safety.

The certified EIR found significant effects to aesthetics, biological resources, and traffic and circulation. Mitigation measures were identified that either avoid or reduce to a less than significant level the project's impacts with respect to biological resources and traffic and circulation. Certain aesthetics impacts were reduced with incorporation of identified mitigation; however, not to a less than significant level. The project was found to result in aesthetics impacts that remain significant even with the implementation of mitigation measures. The Board of Supervisors approved a Statement of Overriding Considerations to address the project's significant and unavoidable aesthetics impacts.

2. Lead agency name and address:

County of San Diego, Department of Public Works 5510
Overland Avenue, Suite 410
Environmental Services Unit San
Diego, CA 92123

- a. Contact Thomas Duffy, Project Manager
- b. Phone number: (858) 232-1150
- c. E-mail: Thomas.Duffy@sdcounty.ca.gov

3. Project applicant's name and address:

County of San Diego Department of Public Works
5510 Overland Avenue, Suite 410
San Diego, California
92123

4. Summary of the activities authorized by present permit/entitlement application(s):

The current action is to authorize the County of San Diego Department of Public Works to advertise and award a construction contract for the Cole Grade Road Improvement Project Phase 1.

5. Does the project for which a subsequent discretionary action is now proposed differ in any way from the previously approved project?

YES

NO

If yes, describe **ALL** differences.

6. SUBJECT AREAS DETERMINED TO HAVE NEW OR SUBSTANTIALLY MORE SEVERE

SIGNIFICANT ENVIRONMENTAL EFFECTS COMPARED TO THOSE

IDENTIFIED IN THE PREVIOUS ND OR EIR. The subject areas checked below were determined to be new significant environmental effects or to be previously identified effects that have a substantial increase in severity either due to a change in project, change in circumstances or new information of substantial importance, as indicated by the checklist and discussion on the following pages.

NONE

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

DETERMINATION:

On the basis of this analysis, The Department of Public Works Environmental Services Unit has determined that:

- No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously certified EIR is adequate without modification.

- No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, because the project is a residential project in conformance with, and pursuant to, a Specific Plan with a EIR completed after January 1, 1980, the project is exempt pursuant to CEQA Guidelines Section 15182.

- Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However all new significant environmental effects or a substantial increase in severity of previously identified significant effects are clearly avoidable through the incorporation of mitigation measures agreed to by the project applicant. Therefore, a SUBSEQUENT ND is required.

- Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND or EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, a SUBSEQUENT or SUPPLEMENTAL EIR is required.

1/22/2026

Signature

Date

Thomas Duffy

Environmental Planning Manager

Printed Name

Title

INTRODUCTION

CEQA Guidelines Sections 15162 through 15164 set forth the criteria for determining the appropriate additional environmental documentation, if any, to be completed when there is a previously adopted ND or a previously certified EIR for the project.

CEQA Guidelines, Section 15162(a) and 15163 state that when an ND has been adopted or an EIR certified for a project, no Subsequent or Supplemental EIR or Subsequent Negative Declaration shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole public record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration; or
 - b. Significant effects previously examined will be substantially more severe than shown in the previously adopted Negative Declaration or previously certified EIR; or
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous Negative Declaration or EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

CEQA Guidelines, Section 15164(a) states that an Addendum to a previously certified EIR may be prepared if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a Subsequent or Supplemental EIR have occurred.

CEQA Guidelines, Section 15164(b) states that an Addendum to a previously adopted Negative Declaration may be prepared if only minor technical changes or additions are necessary.

If the factors listed in CEQA Guidelines Sections 15162, 15163, or 15164 have not occurred or are not met, no changes to the previously certified EIR or previously adopted ND are necessary.

The following responses detail any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that may cause one or more effects to environmental resources. The responses support the "Determination," above, as to the type of environmental documentation required, if any.

ENVIRONMENTAL REVIEW UPDATE CHECKLIST

I. AESTHETICS – Since the previous EIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to aesthetic resources including: scenic vistas; scenic resources including, but not limited to, trees, rock outcroppings, or historic buildings within a state scenic highway; existing visual character or quality of the site and its surroundings; or day or nighttime views in the area.

YES

NO

The 2019 EIR concluded significant and unavoidable impacts to visual character and quality and scenic vistas and less than significant impacts in regards to plan consistency and light and glare. The road widening project requires the removal of up to 177 mature oak trees which could significantly alter the rural character of the project area. Mitigation Measure BIO- 4 will be implemented which required the trees to either be transplanted or replaced at a 2:1 ratio. However, this mitigation would not reduce near- to mid-term impacts to visual resources and impacts to visual character and quality remained significant and unavoidable. In addition, the road widening project will result in temporary and long-term impacts to Keys Creek and the associated riparian corridor, which is a designated scenic resource and shown in Key View Location 1 (KVL) in the 2019 EIR. The vegetation near the creek would be thinned substantially in order to support the roadway widening. Over the long-term the impacted oak trees in this area would be restored at a 2:1 ratio under Mitigation Measure BIO-4; however, these trees would take years to reach the size of the existing trees lining the roadway. However, over the near- to mid-term views of Keys Creek would be affected by a thinner vegetation canopy along the roadway. As such, impacts to the scenic vista at Keys Creek remained significant and unavoidable over the near- to mid-term.

The current proposal is to advertise and award a construction contract for the Cole Grade Road Improvement Project Phase 1. The project design is consistent with the project analyzed in the previously certified EIR. No changes in circumstances have been identified, or new information of substantial importance regarding construction of the project that would result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects to aesthetics and visual resources. The project will plant trees at a 2:1 ratio as described in the EIR to replace those that are removed during construction.

Therefore, the project would not cause any new significant environmental effects or a substantial increase in the severity of previously identified significant effects to aesthetics and visual

resources. There are no changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to aesthetics and

visual resources.

II. AGRICULTURE AND FORESTRY RESOURCES -- Since the previous EIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to agriculture or forestry resources including: conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, conflicts with existing zoning for agricultural use or Williamson Act contract, or conversion of forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

YES

NO

The 2019 EIR concluded that less than significant impacts would occur from the conversion of farmland, conflicts with zoning or Williamson Act contract, conversion of forest land, or involve other changes that could result in the conversion of farmland.

Based on the farmland maps prepared by the California Department of Conservation (2022), the project site is not designated Prime Farmland or Farmland of Statewide Importance. In addition, the project site is not currently under active agricultural use nor is it on Williamson Act lands. Further, the site is not located in an area designated as forest land or timberland and would not convert forest land to non-forest uses or involve other changes in the existing environment that would result in the conversion of farmland to non agricultural use.

The current proposal is to advertise and award a construction contract for the Cole Grade Road Improvement Project. The project design is consistent with the project analyzed in the previously certified EIR. No changes in circumstances have been identified, or new information of substantial importance regarding construction of the project that would result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects to agriculture and forestry resources.

Therefore, the project would not cause any new significant environmental effects or a substantial increase in the severity of previously identified significant effects to agriculture

and forestry resources. There are no changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to agricultural and forestry resources.

III. AIR QUALITY -- Since the previous EIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to air quality including: conflicts with or obstruction of implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Plan (SIP); violation of any air

quality standard or substantial contribution to an existing or projected air quality violation; a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard; exposure of sensitive receptors to substantial pollutant concentrations; or creation of objectionable odors affecting a substantial number of people?

YES

NO

The 2019 EIR concluded the roadway widening project would not exceed San Diego County daily emissions thresholds for construction or operation and would result in less than significant impacts to air quality. The 2019 EIR stated the project would result in less than significant impacts related to CO hotspots near sensitive receptors and generation of nuisance odors.

The current proposal is to advertise and award a construction contract for the Cole Grade Road Improvement Project Phase 1. The project design is consistent with the project analyzed in the previously certified EIR. No changes in circumstances have been identified, or new information of substantial importance regarding potential effects to air quality from construction of the project.

Therefore, the project would not cause any new significant environmental effects or a substantial increase in the severity of previously identified significant effects to air quality. There are no changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to air quality.

IV. BIOLOGICAL RESOURCES -- Since the previous EIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to biological resources including: adverse effects on any sensitive natural community (including riparian habitat) or species identified as a candidate, sensitive, or special status species in a

local or regional plan, policy, or regulation, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service; adverse effects to federally protected wetlands as defined by Section 404 of the Clean Water Act; interference with the movement of any native resident or migratory fish or wildlife species or with wildlife corridors, or impeding the use of native wildlife nursery sites; and/or conflicts with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional or state habitat conservation plan, policies or ordinances?

YES

NO

The 2019 EIR found that the project would result in temporary and permanent impacts to several special status wildlife species, several sensitive vegetation communities, jurisdictional waters, and conflicts with a local policy or ordinance with no impacts to wildlife movement or nursery sites. Nine County Group 1 or California Department of Fish and Wildlife (CDFW) Species of Special Concern (SSC) sensitive wildlife species were identified within the project area during field surveys. Indirect impacts to these species could occur and Mitigation Measures BIO-1a through BIO1i will be implemented to avoid potential impacts to these species as well as BIO-2a through 2c to avoid or mitigate impacts to active bird nests from raptors or migratory birds. Sensitive vegetation communities bordering the roadway shoulder would be impacted with the road widening and

Mitigation Measures BIO-3a through BIO-3g and BIO-4 will be implemented to reduce these impacts. The project would impact non-wetland and wetland jurisdictional waters associated with the replacement and expansion of existing culverts at Keys Creek and an unnamed tributary at Barnabeo Court. Mitigation Measures BIO-5a through 5e will be implemented including requiring certain mitigation ratios subject to the approval by the wildlife agencies. The 2019 EIR also found that the project would potentially conflict with the oak and sycamore tree protection goals in the Valley Center Community Plan (VCCP) and Design Guidelines (2014). BIO-4 will be implemented requiring the translocation or planting new oak trees in a manner consistent with the VCCP. With implementation of these measures, the biological resource impacts would be reduced to a less than significant level.

The current proposal is to advertise and award a construction contract for the Cole Grade Road Improvement Project Phase 1. The project design is consistent with the project analyzed in the previously certified EIR. No changes in circumstances have been identified, or new information of substantial importance regarding potential effects to biological resources from construction of the project.

Therefore, the project would not cause any new significant environmental effects or a substantial increase in the severity of previously identified significant effects to biological resources. There are no changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to biological resources.

V. CULTURAL RESOURCES -- Since the previous EIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to cultural resources including: causing a change in the significance of a historical or archaeological resource as defined in State CEQA Guidelines Section 15064.5; destroying a unique paleontological resource or site or unique geologic feature; and/or disturbing any human remains, including those interred outside of formal cemeteries?

YES

NO

The 2019 EIR analyzed potential impacts to historic built resources, archeological and tribal cultural resources, human remains, and County Resource Protection Ordinance defined significant cultural resources and concluded less than significant and no impact to these resources from the roadway widening project. The study area for these resources included the proposed project site. According to the 2019 EIR, no properties listed in the National Register of Historic Places are located within the project site or surrounding area. Archeological site CA-SDI-288 was found to be located within the project site adjacent to the east of Cole Grade Road and Hilldale Road. However, the latest investigation of the site area conducted in 2015 concluded that CA-SDI-288 was previously destroyed in the 1990s and no longer exists. Mitigation Measures CUL-1a (a Tribal monitor) and CUL-1b (proper procedure for found resources) will be implemented to further minimize impacts to unrecorded archaeological resources within the vicinity of the project site. In addition, in the unlikely event human remains were encountered during construction, Mitigation Measure CUL-2, will be implemented to prevent impacts to these resources.

Therefore, the project would not cause any new significant environmental effects or a substantial increase in the severity of previously identified significant effects to cultural resources. There are no changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to cultural resources.

VI. GEOLOGY AND SOILS -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in one or more effects from geology and soils including: exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, seismic-related ground failure, including liquefaction, strong seismic ground shaking, or landslides; result in substantial soil erosion or the loss of topsoil; produce unstable geological conditions that will result in adverse impacts resulting from landslides, lateral spreading, subsidence, liquefaction or collapse; being located on expansive soil creating substantial risks to life or property; and/or having soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

YES

NO

The 2019 EIR concluded that the roadway widening project would not have a significant impact to geology and soils resulting from exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving geologic and seismic hazards. The 2019 EIR stated less than significant impacts regarding soil erosion or topsoil loss, unstable soils, expansive soils, and paleontological resources. A Stormwater Pollution Prevention Plan (SWPPP) would be developed for the project prior to construction that identifies specific best management practices (BMPs) to minimize erosion and control sedimentation.

The project site does not contain, nor is it adjacent to, an Alquist-Priolo Zone, nor are there any active or potentially active faults known to underlie the project. The closest known active fault is the Elsinore fault located over 5 miles from the project site. The project site is not located within a potential liquefaction area and is not identified in the County Guidelines for Determining Significance for Geologic Hazards as a landslide susceptibility area. Because the project site is underlain by plutonic igneous rock with a thin mantle of alluvial sediments, the site has no potential to produce fossils, indicated by the County's Paleontological Resources Maps. In addition, the project does not include the use of septic tanks or alternative wastewater disposal systems. The project would not include the construction of any above ground habitable structures. The engineering design for the project would fully address constraints related to soil erosion, landslides, lateral spreading, subsidence, liquefaction compliance with provisions in the County General Plan (2012).

The current proposal is to advertise and award a construction contract for the Cole Grade Road Improvement Project Phase 1. The project is consistent with the analysis contained in the previously certified EIR, and no new changes in circumstances or new information have been identified regarding potential effects to geology and soils.

Therefore, the project would not cause any new significant environmental effects or a substantial increase in the severity of previously identified significant effects to geology and soils. There are no changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to geology and soils.

VII. GREENHOUSE GAS EMISSIONS -- Since the previous EIR was certified or previous

ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in one or more effects related to environmental effects associated with greenhouse gas emissions or compliance with applicable plans, policies or regulations adopted for the purpose of reducing greenhouse gas emissions?

YES

NO

The 2019 EIR determined the roadway widening project would generate approximately 74.9 MT Co2e per year during construction activities. No operational emissions would be generated as the project would not result in any new stationery or mobile emissions. The estimated emissions resulting from construction-related activities were determined to be less than the California Air Pollution Control Officers Association (CAPCOA) screening criteria threshold of 900 MT CO2e/year and would not conflict with the goals of AB 32. Project design features were included in the project to further reduce emissions. The 2019 EIR concluded the project would have less than significant impacts related to the generation of greenhouse gas emissions and conformance with applicable plans.

In 2006, the State passed the Global Warming Solutions Act of 2006, commonly referred to as AB 32, which set the greenhouse gas emissions reduction goal for the State of California into law. The law requires that by 2020, State emissions must be reduced to 1990 levels by reducing greenhouse gas emissions from significant sources via regulation, market mechanisms, and other actions.

Senate Bill 375 (SB 375), passed in 2008, links transportation and land use planning with global warming. It requires the California Air Resources Board (ARB) to set regional targets for the purpose of reducing greenhouse gas emissions from passenger vehicles. Under this law, if regions develop integrated land use, housing and transportation plans that meet SB 375 targets, new projects in these regions can be relieved of certain review requirements under CEQA.

To implement State mandates to address climate change in local land use planning, local land use jurisdictions are generally preparing GHG emission inventories and reduction plans and incorporating climate change policies into local General Plans to ensure development is guided by a land use plan that reduces GHG emissions. The County of San Diego's General Plan, adopted in 2011, incorporates various climate change goals and policies. These policies provide direction for individual development projects to reduce GHG emissions.

The County adopted a Climate Action Plan on September 11, 2024. The project is consistent with that Climate Action plan and the County General Plan. The project would generate less than significant GHG emissions and comply with the County's efforts to achieve state reduction targets.

The current proposal is to advertise and award a contract for the Cole Grade Road Improvement Project Phase 1. The project is consistent with the previously certified EIR, and with the County of San Diego General Plan and Climate Action Plan. Therefore, the project would not cause any new significant environmental effects or a substantial increase in the severity of previously identified significant effects to GHG emissions. The project would not generate GHG emissions that would have a significant impact on the environment and would not conflict with applicable plans, policies, and regulations, including AB 32 and the County General Plan, for the purpose of reducing GHG emissions.

Therefore, no new environmental effects associated with greenhouse gas emissions would occur and no revisions to the previous EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects is required.

VIII. HAZARDS AND HAZARDOUS MATERIALS -- Since the previous EIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in one or more effects from hazards and hazardous materials including: creation of a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of

hazardous materials or wastes; creation of 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; production of hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; location on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 creating a hazard to the public or the environment; location 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; within the vicinity of a private airstrip resulting in a safety hazard for people residing or working in the project area; impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and/or exposure of 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?

YES

NO

The 2019 EIR concluded that the project would have less than significant impacts regarding the routine transport, use or disposal of hazardous materials, accidental releases, hazardous waste within one mile of a school, hazardous materials sites, and wildland fires. The 2019 EIR determined potentially significant impacts related to emergency access and response as the roadway widening project had the potential to cause construction-related traffic congestion. Mitigation Measure T-1 was implemented to relieve congestion by requiring the preparation of a Traffic Control Plan. Implementation of Mitigation Measure T-1 reduced construction-related traffic impacts to less than significant.

The current proposal is to advertise and award a construction contract for the Cole Grade Road Improvement Project Phase 1. The project is consistent with the analysis contained in the previously certified EIR, and no new changes in circumstances or new information have been identified related to hazards and hazardous materials.

Therefore, the project would not cause any new significant environmental effects or a substantial increase in the severity of previously identified significant effects to hazards and hazardous materials.

IX. HYDROLOGY AND WATER QUALITY -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to hydrology and water quality including: violation of any waste discharge requirements; an increase in any listed pollutant to an impaired water body listed

under section 303(d) of the Clean Water Act ; cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses; 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; substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion, siltation or flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems; provide substantial additional sources of polluted runoff; place housing or other structures which would impede or redirect flood flows within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, including County Floodplain Maps; expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; and/or inundation by seiche, tsunami, or mudflow?

YES

NO

The 2019 EIR assessed potential impacts to hydrology and water quality and potential short-term construction impacts related to surface water quality as a result of increased erosion, sedimentation, and potential polluted runoff during construction activities. With the inclusion of standard BMPs and preparation of the Stormwater Pollution Prevention Plan (SWPPP), impacts to hydrology and water quality impacts were less than significant.

Construction activities would comply with the standards set forth in the County Stormwater Standards Manual and conform to all applicable federal, state or local "Clean Water" statutes or regulations. Consistent with the 2019 EIR, the project would implement standard BMPs in accordance with the Clean Water Act.

The current proposal is to advertise and award a construction contract for the Cole Grade Road Improvement Project Phase 1. The project is consistent with the analysis contained in the previously certified EIR, and no new information of substantial importance or changes in circumstances have been identified related to the project's potential effects to hydrology and water quality.

Therefore, the project would not cause any new significant environmental effects or a substantial increase in the severity of previously identified significant effects to hydrology and water quality. There are no changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to hydrology and water quality.

X. LAND USE AND PLANNING -- Since the previous EIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken

and/or "new information of substantial importance" that cause one or more effects to land

use and planning including: physically dividing an established community; and/or conflicts with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?

YES

NO

The 2019 EIR concluded that the roadway widening project would not physically divide an established community, conflict with existing land uses, or conflict with applicable land use plans, or the VCCP and Valley Center Design Guidelines. However, the project requires the removal of oak trees to accommodate the Cole Grade Road improvements. Implementation of Mitigation Measure BIO-4 was required to be consistent with Mobility Policy 6 in the VCCP, which states that existing trees and vegetation determined to be of significant visual benefit and located within the right-of-way of all public roads shall be transplanted or replaced in a manner consistent with the Valley Center Design Guidelines. The project has included Mitigation Measure BIO-4 which describes that any trees removed will be replaced at a 2:1 ratio. Therefore, with implementation of Mitigation measure BIO-4, impacts to land use and planning would be less than significant.

The current proposal is to advertise and award a construction contract for the Cole Grade Road Improvement Project Phase 1. The project is consistent with the analysis contained in the previously certified EIR, and no new information or changes in circumstances have been identified related to land use and planning.

Therefore, the project would not cause any new significant environmental effects or a substantial increase in the severity of previously identified significant effects to land use and planning. There are no changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to land use and planning.

XI. MINERAL RESOURCES -- Since the previous EIR was certified was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to mineral resources including: the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; and/or loss of locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

YES

NO

The 2019 EIR found that no known important mineral resource uses exist in the project area, and mining does not occur in the immediate vicinity. It found that existing land uses generally

preclude any anticipated future mining or mineral recovery in the area, and the roadway widening project would not have an adverse impact to mineral resources.

The current proposal is to advertise and award a construction contract for the Cole Grade Road Improvement Project Phase 1. The project is consistent with the analysis contained in the previously certified EIR, and no new information or changes in circumstances have been identified regarding mineral resources.

Therefore, the project would not cause any new significant environmental effects or a substantial increase in the severity of previously identified significant effects to mineral resources. There are no changes in circumstances under which the project is undertaken and/or "new information of

substantial importance" that cause one or more effects to mineral resources.

XII. NOISE -- Since the previous EIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in one or more effects from noise including: exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels; a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project; for projects 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, or for projects within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

YES

NO

The 2019 EIR concluded that implementation of the project would result in short term temporary construction-related noise. However, construction activities are not expected to result in noise levels that exceed 75 dBA at noise sensitive receptors over an 8-hour period and are not expected to exceed the standards listed in County Code Section 36.409: and therefore, impacts would be less than significant.

Following the completion of construction, noise sensitive land uses, including residents, along the Cole Grade Road Improvement project would be exposed to varying noise levels depending on the distance of the receptors from the proposed alignment. However, while 23 residents would experience increase noise, the increase would be from the proposed alignment. However, while 23 residents would experience increase in noise, the increases would be minor (i.e. ranging from 0.1 to 2.2 CNEL). Additionally, the application of rubberized asphalt included as part of the proposed Project would further reduce noise levels experienced by sensitive receptors along Cole Grade Road. Therefore, potential noise impacts to noise sensitive land uses along Cole Grade Road would be less than significant.

The current proposal is to advertise and award a construction contract for the Cole Grade Road Improvement Project Phase 1. The project is consistent with the analysis contained in the previously certified EIR, and no new information or changes in circumstances have been identified related to noise.

Therefore, the project would not cause any new significant environmental effects or a substantial increase in the severity of previously identified significant effects to noise. There are no changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to noise.

XIII. POPULATION AND HOUSING -- Since the previous EIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in one or more effects to population and housing including displacing substantial numbers of existing housing or

people, necessitating the construction of replacement housing elsewhere?

YES

NO

The 2019 EIR concluded that no impacts would occur from the project related to population and housing as the roadway widening project would not be causing population growth or displacing people or housing.

The current proposal is to advertise and award a construction contract for the Cole Grade Road Improvement Project Phase 1. The project is consistent with the analysis contained in the previously certified EIR, and no new information or changes in circumstances have been identified related to population and housing.

Therefore, the project would not cause any new significant environmental effects or a substantial increase in the severity of previously identified significant effects to population and housing. There are no changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to population and housing.

XIV. PUBLIC SERVICES -- Since the previous EIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in one or more substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the 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 any of the following public services: fire protection, police protection, schools, parks, or other public facilities?

YES

NO

The 2019 EIR concluded that the roadway widening project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities. Additionally, the project would not result in an increased population, and no environmental impacts related to the provision of public services would occur.

The current proposal is to advertise and award a construction contract for the Cole Grade Road Improvement Project Phase 1. The project is consistent with the analysis contained in the previously certified EIR, and no new information or changes in circumstances have been identified related to public services.

Therefore, the project would not cause any new significant environmental effects or a substantial increase in the severity of previously identified significant effects to public services. There are no changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to public services.

XV. RECREATION -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in an increase in 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; or that include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

YES

NO

The 2019 EIR concluded that the previous project would not result in impacts to recreation as no parks or recreational facilities exist on the project site or surrounding area.

The current proposal is to advertise and award a construction contract for the Cole Grade Road Improvement Project Phase 1. The project is consistent with the analysis contained in the previously certified EIR, and no new information or changes in circumstances have been identified related to recreation resources.

Therefore, the project would not cause any new significant environmental effects or a substantial increase in the severity of previously identified significant effects to recreation. There are no changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to recreation.

XVI. TRANSPORTATION/TRAFFIC -- Since the previous EIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause effects to transportation/traffic including: an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system; exceedance, either individually or cumulatively, of a level of service standard established by the county congestion management agency for designated roads or highways; a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; substantial increase in hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses

(e.g., farm equipment); inadequate emergency access; inadequate parking capacity; and/or a conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

YES

NO

The 2019 EIR concluded that the roadway widening project would not result in significant operational traffic impacts, but would improve pedestrian, bicycle, and vehicle circulation as a result of the proposed improvements on Cole Grade Road. However, the 2019 EIR identified a significant traffic impact from road construction due to congestion from construction vehicles (e.g., construction trucks, construction worker vehicles, equipment, etc.), traffic lane closures, and interrupted bicycle lanes and pedestrian pathways along the road shoulder. Mitigation Measure T-1 was implemented

to prepare and maintain a Traffic Control Plan to reduce congestion and improve vehicle flow along Cole Grade Road. Implementation of mitigation would reduce impacts to traffic below a level of significance.

The current proposal is to advertise a construction contract for the Cole Grade Road Improvement Project Phase I. The project is consistent with the analysis contained in the previously certified EIR, and no new information or changes in circumstances have been identified related to transportation and traffic.

Therefore, the project would not cause any new significant environmental effects or a substantial increase in the severity of previously identified significant effects to transportation. There are no changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to transportation and traffic.

XVII. TRIBAL CULTURAL RESOURCES -- Since the previous EIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to tribal cultural resources including: causing a change in the significance of a tribal cultural resource as defined in Public Resource Code §21074?

YES

NO

The 2019 EIR underwent Assembly Bill (AB) 52 tribal consultation in 2017 and sent notification letters to all of the tribes on the Native American Heritage Commission List that had previously requested notification of interest in County projects per AB 52. The County

received responses from the Pala Band of Mission Indians, Pauma Band of Luiseño Indians, and Rincon Band of Luiseño Indians. In response, consultation with two tribes (i.e., Rincon and Pala) was conducted and concluded on August 21, 2017, during which the tribes requested the presence of a cultural monitor during soil disturbance. Therefore, as discussed in Section V, Cultural Resources, the proposed project would implement Mitigation Measures CUL-1a and CUL-1b, which requires the presence of a tribal monitor and proper procedure for encountering previously undiscovered archeological resources. The County shall contact the Pala Band of Mission Indians, Pauma Band of Luiseño Indians, and Rincon Band of Luiseño Indians to inform them of the construction schedule and to invite Native American monitor(s) to observe initial grading.

The current proposal is to advertise and award a contract for the Cole Grade Road Improvement Project Phase 1. The project is consistent with the analysis contained in the previously certified EIR, and no new information or changes in circumstances have been identified related to tribal cultural resources.

Therefore, the project would not cause any new significant environmental effects or a substantial increase in the severity of previously identified significant effects to tribal cultural resources. There are no changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to tribal cultural resources.

XVIII. UTILITIES AND SERVICE SYSTEMS -- Since the previous EIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause effects to utilities and service systems including: exceedance of wastewater treatment requirements of the applicable Regional Water Quality Control Board; require or result in the construction of new water or wastewater treatment facilities, new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; require new or expanded entitlements to water supplies or new water resources to serve the project; result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments; be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; and/or noncompliance with federal, state, and local statutes and regulations related to solid waste?

YES

NO

The 2019 EIR concluded that the road widening project would not result in impacts to utilities and service systems. However, it would result in short-term, temporary interruptions to utilities during removal and relocation to the proposed graded parkway; however, there would be no increase in the capacity or demand for wastewater, water, gas, or electricity. Additionally, undergrounding of all or some overhead electrical lines along Cole Grade Road would result in beneficial impacts related to the cumulative contribution to the County's goal of undergrounding existing utilities where feasible.

The current proposal is to advertise and award a contract for the Cole Grade Road Improvement Project Phase 1. The project is consistent with the analysis contained in the previously certified

EIR, and no new information or changes in circumstances have been identified regarding utilities and service systems.

Therefore, the project would not cause any new significant environmental effects or a substantial increase in the severity of previously identified significant effects to utilities and service systems. There are no changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to utilities and service systems.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE: Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in any mandatory finding of significance listed below?

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

YES

NO

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

YES

NO

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

YES

NO

The current project would not result in new mandatory findings of significance.

XX. REFERENCES USED IN THE COMPLETION OF THE ENVIRONMENTAL REVIEW UPDATE CHECKLIST FORM

California Department of Conservation. 2022. San Diego County Important Farmland Map. Accessed July 2021. <https://maps.conservation.ca.gov/DLRP/CIFF/>.

California Environmental Quality Act, CEQA Guidelines

California Department of Transportation (Caltrans). 2019. Designated and Eligible Scenic Highways. August.

County Code of Regulatory Ordinances, Title 3, Division 5, Chapter 3
County of San Diego Scenic Highway Conservation/Open Space Element of the General Plan

County of San Diego Zoning Ordinance (Agricultural Use Regulation, Sections 2700-2720) County of San Diego. 2012. County of San Diego General Plan.

County of San Diego. 2014. Valley Center Community Plan. August. https://www.sandiegocounty.gov/content/dam/sdc/pds/regulatory/docs/LILAC_HILLS_RANCH/dfeir/GPA_-_Valley_Center_Community_Plan.pdf

County of San Diego. 2019. Final Environmental Impact Report for the Cole Grade Road Improvement Project. March.

County of San Diego Watershed Protection, Stormwater Management, and Discharge Control Ordinance (WPO) (Ordinance Nos. 9424 and 9426, County Codes §§ 67801 et seq.)

Order No. 2001-01, NPDES No. CAS 0108758, California Regional Water Quality Control Board, San Diego Region

Ordinance 8334, An Ordinance to amend the San Diego County Code of Regulatory Ordinances relating to Flood Damage Prevention, Adopted by the Board of Supervisors on 12/7/93

RECON Environmental Inc. 2018. Cultural Resources Test Excavations Report for the Cole Grade Road Improvement Project, San Diego County, California, SCH#2015121090. November.

Water Quality Control Plan for the San Diego Basin (9), California Regional Water Quality Control Board, San Diego Region