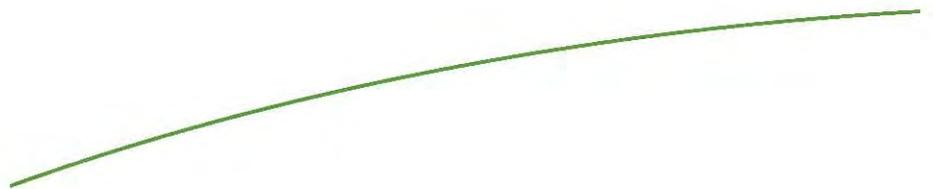




Section 8.0

EFFECTS FOUND NOT TO BE SIGNIFICANT



## 8.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

Based on an Initial Study, NOP scoping process and analysis in Section 5.0, *Environmental Analysis*, it was determined that the proposed BMP Update would not have a significant direct, indirect, or cumulative environmental impact in the following areas: Agricultural and Forest Resources; Air Quality; Energy; Greenhouse Gas Emissions; Human Health and Public Safety; Hydrology and Water Quality; Land Use; Mineral Resources; Noise; Population and Housing; Public Services and Facilities; Public Utilities; and Recreation. The reasons for the determination that the project would not cause significant impacts associated with these issues are provided below.

### 8.1 AGRICULTURAL AND FOREST RESOURCES

Most of the City is within areas mapped as Urban and Built-up Land by the Farmland Mapping and Monitoring Program of the California Resources Agency (SANDAG 2010b). Areas of continuing agricultural production in the City are located in the San Pasqual Valley, on Otay Mesa, and in the Tijuana River Valley. Areas mapped as locally Important Farmland are located in the North City area, Los Peñasquitos Canyon, the San Pasqual Valley, and on Otay Mesa, and there also are lands designated as Farmland of Statewide Importance and Unique Farmland. Under existing adopted community plans as well as the City General Plan, less than two percent of the City's land area is within an agricultural land use designation, and there currently are no Williamson Act contracts in the City (City 2008b).

Proposed bikeways are widely distributed throughout the City, including a bike path at the west end of San Pasqual Valley and bike lanes and bike routes in the valley. All three types of facilities also are proposed in Otay Mesa. Proposed bikeways or other facilities therefore could be located within, along, or adjacent to agricultural lands, active farmland, or areas that are designated as Prime Farmland, Farmland of Statewide Importance, Farmland of Local Importance, and Grazing Land.

Installation of On-street Bikeways Without Widening would be within existing roadways and therefore would not directly or indirectly interfere with agricultural activities or preclude future agricultural use in areas that could potentially be put into agricultural production. On-street Bikeways With Widening and Off-street Bikeways would typically be so narrow that even if a sliver of farmland would be needed to create the bikeway, the right-of-way acquisition would not directly affect current or potential future agricultural operations or result in substantial conversion of farmland to non-agricultural uses. The presence of bicyclists or other users on any of the three types of proposed facilities would be transient and short-term, so placement of bikeways immediately adjacent to farmland would not be expected to result in an indirect loss of agricultural productivity by curtailing or limiting agricultural activities related to raising crops such as spraying of pesticides.

Bikeways or other facilities would not be sited on land zoned as forest land or timber land. The BMP Update therefore would not result in projects that would directly or indirectly conflict with existing zoning for forest land or convert forest land to non-forest use.

In summary, the proposed BMP Update would not result in significant direct, indirect, or cumulative impacts to agricultural and forest resources.

## **8.2 AIR QUALITY**

The San Diego Air Basin (SDAB) lies in the southwest corner of California and comprises the entire San Diego region. The City covers approximately 330 square miles, or eight percent, of the SDAB. Emissions of oxides of nitrogen (NO<sub>x</sub>), Reactive Organic Gases (ROG), particulate matter equal to or less than ten microns (PM<sub>10</sub>), and carbon monoxide (CO) in the SDAB have been following statewide trends for each pollutant since 1975. These trends are largely due to motor vehicle controls and reductions in evaporative emissions. Federal and state standards have been met for lead, nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), and CO, and federal standards are being met for inhalable particulates. In addition, the SDAB ~~was recently~~ has been determined to be in attainment for the federal one-hour ozone standards by Environmental Protection Agency (EPA) (City 2008b).

According to the San Diego Air Pollution Control District (APCD), ozone is the region's primary pollutant of concern. The region meets the 1997 8-hour ozone standard and the EPA's recently proposed redesignation of the region's ozone status to "attainment." However, a more health-protective 8-hour ozone standard was established in 2008. The 2008 standard is independent of the 1997 standard, which currently remains in effect while EPA undertakes rulemaking to address implementation of the 2008 standard. The region will need to continue making progress reducing ozone precursor emissions to meet the EPA standard, as well as the more stringent state standard for ozone. Since on-road mobile sources are the largest source of ozone precursor emissions, providing an effective bicycle network that induces mode-shifting from driving to bicycling is an important aspect of the BMP Update.

Other constituents of concern are toxic air contaminants (TACs), which are pollutants from sources such as operation of gas stations and diesel engine particulate matter from mobile sources such as trucks, buses, automobiles, and farm equipment. Sensitive receptors located in or near the vicinity of known air emission sources, including freeways and congested intersections, are of particular concern in assessing air quality impacts. Sensitive receptors are located throughout the City and include hospitals, libraries, child care centers, adult assisted care facilities, and schools.

During construction of bikeways and other facilities implemented under the BMP Update, the amount of pollutants entering the SDAB could increase due to equipment exhaust and dust. In addition, odors could be generated due to fuel combustion or asphalt paving installation. Although generally similar, such impacts could vary for the three types of bikeways. For On-street Bikeways Without Widening, minimal construction emissions are expected because the bikeway likely would be created by restriping and/or installation of signage. For On-street Bikeways With Widening, the operation of larger equipment could generate increased pollutant emissions, and fugitive dust could be created during demolition of pavement, curb, and sidewalk and grading of unpaved surfaces. Off-street Bikeways would be expected to cause the greatest increase in construction emissions because equipment may need to be larger and operate for longer durations and over more extensive areas. Other facilities such as bicycle signal detectors

and bike racks would be expected to require construction efforts no greater than On-street Bikeways With Widening. Emissions and odors could affect sensitive receptors adjacent to any particular project being installed.

Although construction emissions could occur, these emissions would be temporary and isolated to the individual area of a bikeway segment or other facility under construction at any given time. Implementation of construction Best Management Practices such as watering for dust abatement would reduce potential impacts related to construction activities to minimal levels. Compliance with air quality control Best Management Practices is required of all projects and is not considered to be mitigation. Odors would dissipate into the atmosphere upon release and would only remain temporarily in proximity to construction equipment and vehicles. Construction of bikeways and other facilities under the BMP Update therefore would not affect San Diego's ability to meet regional, state, and federal clean air standards, result in air emissions that could substantially deteriorate ambient air quality, or expose sensitive receptors to substantial pollutant concentrations. Construction also would not result in a cumulatively considerable net increase of any criteria pollutant for which the San Diego region is in non-attainment under applicable federal or State ambient air quality standards.

Once constructed, other than periodic maintenance, the operational needs for bikeways and other facilities would be minimal. The bikeways and other facilities would enhance and encourage bicycle travel as a viable, convenient, and popular travel choice for residents and visitors. The bikeways would not generate operational air emissions or objectionable odors. The bikeways would have potential air quality benefits by reducing automobile trips throughout the City and consequently reducing vehicular emissions, including TACs. Although many proposed bikeways would be located next to roads and freeways that carry sources of TACs, users of the bikeways are not expected to be affected because State-wide controls and programs designed to reduce diesel particulate emissions from on-road vehicles will dramatically reduce these emissions in the future. In addition, the presence of bicyclists or other users on any of the three types of proposed bikeways would be transient and short-term. Operation of bikeways and other facilities implemented under the BMP Update therefore would not affect San Diego's ability to meet regional, state, and federal clean air standards, result in air emissions that could substantially deteriorate ambient air quality, or expose sensitive receptors to substantial pollutant concentrations or odors. Operation also would not result in a cumulatively considerable net increase of any criteria pollutant for which the San Diego region is in non-attainment under applicable federal or State ambient air quality standards.

In summary, the proposed BMP Update would not result in significant direct, indirect, or cumulative impacts to air quality, and would be expected to have beneficial air quality impacts over the long term.

### **8.3 ENERGY**

Energy expenditures are typically represented by the direct use of fuel to operate equipment and vehicles. Potential interference with the ability of utility companies or other entities to generate and distribute power to consumers is also an energy issue.

Fuel would be directly consumed in the course of constructing new bikeways or other facilities. On-street Bikeways Without Widening would have the least energy expenditures because such bikeways likely would be created by restriping and/or installation of signage. On-street Bikeways With Widening or other facilities would involve more energy expenditures due to the operation of larger equipment to demolish pavement, curb, and sidewalk and grade new surfaces. Off-street Bikeways would be expected to involve the greatest energy expenditures because equipment may need to be larger and operate for longer durations and over more extensive areas. Bikeways and other facilities such as bicycle signal detectors and bike racks would be relatively small infrastructure, however, and would not require excessive energy expenditures to build or install.

Other than relatively minor amounts of fossil fuel consumption associated with the operation of maintenance equipment, operation of the bikeways and other facilities installed under the BMP Update would not have any energy demands. As with air quality, reductions in automobile usage as a result of improved bikeways are expected to reduce overall energy consumption related to transportation. Since most of the bikeways and other facilities are within or near existing roadways, the BMP Update would not preclude recovery of fossil fuel resources or indirectly interfere with any activities associated with energy generation. Overall, full implementation of the BMP Update is expected to have a beneficial impact on energy.

In summary, the proposed BMP Update would not result in significant direct, indirect, or cumulative impacts to energy, and would be expected to have beneficial energy impacts over the long term.

## **8.4 GREENHOUSE GAS EMISSIONS**

Greenhouse gas (GHG) emissions are a local, federal, and global concern because of the climate change effects associated with increasing levels of GHG emissions worldwide. Global climate change refers to changes in average climatic conditions on Earth as a whole, including temperature, wind patterns, precipitation, and storms. Global temperatures are moderated by naturally occurring atmospheric gases, including water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O). These gases allow solar radiation (sunlight) into the Earth's atmosphere, but prevent radiating heat from escaping, thus warming the Earth's atmosphere. GHG traps heat in the atmosphere. GHG emissions result from both natural processes and human activities. Emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of GHG in the atmosphere. Global climate change attributable to human activities (mainly CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O) is currently one of the most important and widely debated scientific, economic, and political issues in the United States.

The United Nations Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHG needed to stabilize global temperatures and climate change impacts. IPCC concluded that a stabilization of GHGs at 400 to 450 ppm CO<sub>2</sub> equivalent (CO<sub>2</sub>e)<sup>1</sup> concentration is required to keep global mean warming below 3.6° Fahrenheit (2° Celsius), which is assumed to be necessary to avoid the dangerous impacts of climate change.

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<sup>1</sup> When accounting for GHG, all types of GHG emissions are expressed in terms of CO<sub>2</sub> equivalents (CO<sub>2</sub>e) and are typically quantified in metric tons (MT) or millions of metric tons (MMT).

According to the San Diego County GHG Inventory, which was prepared by the School of Law Energy Policy Initiative Center (EPIC) at the University of San Diego in 2008, a total of 34.4 million metric tons (MMT) CO<sub>2</sub>e were generated within the County of San Diego in the year 2006. The largest contributor of GHG was from on-road transportation, which comprised 46 percent (16 MMT CO<sub>2</sub>e) of the total amount. The second highest contributor was generation of electricity, which contributed 9 MMT CO<sub>2</sub>e, or 25 percent of the total. Together the on-road transportation and electrical generation comprised 71 percent of the total GHG emissions in the County. The remaining amount was contributed by natural gas consumption, civil aviation, industrial processes, off-road equipment, waste, agriculture, rail, water-borne navigation, and other fuels.

The City is utilizing the California Air Pollution Control Officers Association (CAPCOA) report “CEQA and Climate Change” (CAPCOA 2009) to determine whether a GHG analysis would be required for submitted projects. The CAPCOA report references a 900 metric ton guideline as a conservative threshold for requiring further analysis and possible mitigation. This emission level is based on the amount of vehicle trips, the typical energy and water use associated with projects, and other factors.

CAPCOA identifies project types that are estimated to emit approximately 900 metric tons of GHG’s annually. This 900-metric ton threshold is roughly equivalent to 36,000 square feet of office space, 11,000 square feet of retail, 50 residential units, and 6,300 square feet of supermarkets. The bikeways and other facilities that would be implemented under the BMP Update do not fit the categories listed above.

GHG emissions would result directly from heavy-duty construction equipment, haul trucks, and worker commute trips typically associated with linear construction projects, and thus indirectly contribute to global climate change. As discussed for energy, On-street Bikeways Without Widening would generate the least GHG emissions during construction because such bikeways likely would be created by restriping and/or installation of signage. On-street Bikeways With Widening and other facilities could generate more GHG emissions due to the operation of larger equipment. Off-street Bikeways would be expected to generate the greatest GHG emissions because equipment may need to be larger and operate for longer durations and over more extensive areas. Bikeways and other facilities would be relatively small infrastructure, however, and would not require excessive operation of GHG-emitting equipment to build. In addition, the overall footprint and grading needed to construct any individual project is expected to be well below the 900 metric ton per year threshold.

Once constructed, the bikeways and other facilities built under the BMP Update would enhance and encourage bicycle travel. The project would potentially reduce automobile trips throughout the City, and be expected to reduce GHG emissions in the long term. It is therefore anticipated that the BMP Update would not conflict with any applicable plans, policies, or regulations related to GHG because automobile trips would potentially be reduced as a result of program implementation. The BMP Update also would be consistent with the goals of the City’s General Plan policies to reduce climate change impacts, as well as the goals of AB 32.

In summary, the proposed BMP Update would not result in significant direct, indirect, or cumulative impacts due to GHG, and would be expected to have beneficial impacts on GHG over the long term.

## **8.5 HUMAN HEALTH AND PUBLIC SAFETY**

Issues of concern for human health and public safety addressed in this section are hazardous materials, airport safety hazards, emergency response, fire, and proximity to electromagnetic fields (EMF) associated with electric transmission lines. Human health issues such as exposure to disease-carrying vectors and contamination due to sewage spills would not apply to bikeways or other facilities that would be implemented under the BMP Update.

### **8.5.1 Hazardous Materials**

Hazardous materials are used and transported throughout the City for a variety of purposes, including maintenance and operations at airfields and waterfront ports, manufacturing, service industries, various small businesses, agriculture, medical uses, schools, and households. Freeways, rail, and surface street systems can carry hazardous materials, but the City has no direct authority to regulate the transport of hazardous materials on state highways or rail lines. Transportation of hazardous materials by truck and rail is regulated by the U.S. Department of Transportation (DOT). The DOT regulations establish criteria for safe handling procedures. Federal safety standards are also included in the California Administrative Code. The California Health Services Department regulates the haulers of hazardous waste. The presence or emission of hazardous materials within 1/4 of a mile of a school is of particular concern when evaluating impacts of proposed projects (City 2008b).

The use of hazardous materials may be required during construction of any of the three types of bikeways or other facilities implemented under the BMP Update. These materials would require proper storage, handling, use, and disposal. Another hazardous materials concern is that an individual bikeway or other facility implemented under the BMP Update may be located within 1,000 feet of a known contamination site (even if the file has been closed by the Department of Environmental Health); within 2,000 feet of a known Superfund site or a hazardous waste property subject to corrective action pursuant to the Health and Safety Code; in Centre City San Diego, Barrio Logan or other areas known or suspected to contain contamination sites; on or near an active or former landfill; or in an area with high groundwater. Even minimal grading or other site preparation can disturb contaminated soils. Hazards may therefore result from excavation, grading, or dewatering activities.

Regulations and policies are in place to regulate the handling and disposal of materials used in construction (fuels, lubricants, solvents, etc.) and materials that may be discovered such as asbestos-containing building materials (ACBM), lead based paint (LBP), polychlorinated Biphenyls (PCBs), and hydrocarbon contaminated soils. The individual bikeways and other facilities implemented under the BMP Update would incorporate project design features, as well as incorporate specifications for construction to meet the local, state, and federal requirements to address hazardous materials used or discovered during construction. With implementation of

standards and regulations, the BMP Update would not create a direct or indirect hazard by releasing hazardous materials used or discovered during construction into the environment.

Once completed, bikeways or other facilities would not routinely transport, use, or dispose of hazardous materials, and maintenance would not require routine transport, use, or disposal of hazardous materials. Bikeways and other facilities implemented under the BMP Update would not directly or indirectly create hazards in the long term. The BMP Update would therefore not contribute to cumulative hazardous materials impacts that other projects in the region may generate.

### **8.5.2 Airport Safety Hazards**

Multiple airports are located within the City, including San Diego International Airport, Marine Corps Air Station (MCAS) Miramar, Brown Field Municipal Airport, and Montgomery Field Municipal Airport. Nearby airports outside of the City limits include Tijuana International Airport, Gillespie Field, Naval Air Station North Island, and Naval Outlying Field Imperial Beach.

An individual bikeway or facility implemented under the BMP Update may be located within the boundaries of an existing airport land use plan or an airport land use plan pending adoption, although bikeways would not be expected to be sited within a private airport facility. Bikeways and other facilities would have a low profile and therefore would not introduce any new features that would directly or indirectly create a flight hazard or result in a safety hazard for people residing or working in such areas. The presence of bicyclists or other users on any of the three types of proposed facilities would be transient and short-term, so the possible placement of bikeways within Accident Potential Zones associated with airports would not be expected to result in an indirect safety hazard to people using the bikeways. In addition, the passive recreational use bikeways and other facilities are not critical land uses or critical infrastructure as defined in the City of San Diego Land Use and Community Planning Element under Airport Land Use Compatibility (City 2008a). The BMP Update would therefore not contribute to cumulative airport safety hazards impacts that other projects in the region may generate.

### **8.5.3 Emergency Response**

Fire/emergency and police services are detailed in Section 2.0, *Environmental Setting*. In general, Local Emergency Operations Plans are intended to help local jurisdictions respond to emergency situations with a coordinated system of emergency service providers and facilities. San Diego updated its 1995 Multi-Hazard Functional Plan and modernized its Emergency Operations Center (EOC). The City will continue to make regular modifications to these plans in the future as hazards, threats, population and land use, or other factors change (City 2008b).

Construction of an individual bikeway or other facility implemented under the BMP Update could temporarily affect traffic circulation, particularly for On-street Bikeways Without Widening and On-street Bikeways With Widening, and other facilities such as bicycle signal detectors. An approved Traffic Control Plan would be implemented during construction of any project, which would allow emergency plans to be employed and avoid direct or indirect interference with passage of emergency vehicles, including reduction of response times. Once

completed, the bikeways or other facilities would either be integrated with the roadway system or separate from it. Bikeways or other facilities implemented under the BMP Update therefore would not directly or indirectly interfere with an adopted emergency response plan or emergency evacuation plan. The program would therefore not contribute to cumulative emergency response impacts that other projects in the region may generate.

#### **8.5.4 Fire**

Wildland and urban fires are of concern due to the region's Mediterranean climate, topography, and native vegetation that can become extremely dry during droughts. Development located adjacent to areas of natural vegetation increases the threat of wildland fire on human populations and property.

The bikeways and other facilities implemented under the BMP Update would not introduce any new features that would directly or indirectly increase the risk of fire. The bikeways would be paved surfaces, and other facilities would be buried under a roadway (e.g., bicycle signal detectors) or constructed of nonflammable materials (e.g., bicycle racks). The BMP Update would therefore not contribute to cumulative fire impacts that other projects in the region may generate.

In summary, the proposed BMP Update would not result in significant direct, indirect, or cumulative impacts due to risks from hazardous materials, airport safety hazards, emergency response, or fire.

#### **8.5.5 Electromagnetic Fields**

Although a bikeway could be located along an electrical power corridor, the health issue of proximity to EMF associated with electric transmission lines and communications facilities is not addressed in detail, in accordance with City guidance. The City's Significance Determination Thresholds (2011) note that "Studies of the potential for adverse public health effects of EMF are inconclusive. A statement or conclusion of impacts would be speculative. In accordance with State CEQA Guidelines Section 15145, the known information about EMF is summarized and no conclusion of significance is reached." The Significance Determination Thresholds provide the following statement:

The California Department of Health Services (DHS), California Electric and Magnetic Fields Program provides information regarding known possible health effects from EMF created by the use of electricity. DHS references the National EMF Research and Public Information Dissemination (RAPID) Program, established by Congress as part of the Energy Policy Act of 1992, which has published its findings concluding evidence of the risk of cancer from EMF around power lines is weak. The report recognizes that EMF exposure "cannot be recognized as entirely safe" but "believes that the probability that EMF exposure is truly a health hazard is currently small" with "marginal scientific support that exposure to this agent is causing any degree of harm." The report concludes that efforts to reduce exposure to EMF should continue.

## **8.6 HYDROLOGY AND WATER QUALITY**

Issues of concern addressed in this section are flooding; aquifer recharge; water quality; and drainage patterns.

Of the eleven major watersheds in San Diego County, seven are within the jurisdiction of the City: San Dieguito, Los Peñasquitos, San Diego, Pueblo, Sweetwater, Otay, and Tijuana. Major reservoirs within or managed by the City include Barrett, El Capitan, San Vicente, Hodges, Miramar, Murray, Lower Otay, Upper Otay, and Sutherland. Other receiving waters include creeks, channels, streams, and lagoons. Hydrologic resources are protected under the mandates of numerous federal, state, and local jurisdictional laws, regulations, and ordinances including the Clean Water Act of 1972, Executive Order 11988 (Floodplain Management), current Construction General Permit of the State Water Resources Control Board, current NPDES Permit of the San Diego Regional Water Quality Control Board, and City Storm Water Standards Manual and regulations (City 2008b).

### **8.6.1 Flooding**

Construction of bikeways could directly but temporarily interfere with the flow of existing storm water systems or other drainages and cause downstream or upstream flooding. For example, during construction of On-street Bikeways Without Widening or On-street Bikeways With Widening, storm drain inlets could be blocked or temporarily closed to protect water quality, potentially causing flooding downstream. Construction of an Off-street Bikeway along a waterway could necessitate partial blockage to prevent flow into the construction zone, potentially causing flooding upstream. Conformance to Best Management Practices outlined in the Municipal Storm Water Permit and conformance with the City's Storm Water Regulations would, however, prevent or effectively minimize short-term construction runoff impacts that could result in downstream or upstream flooding. Also, the design of facilities where drainage patterns could be affected would focus on avoiding changes and/or incorporating measures that would prevent alterations and subsequent runoff increases that could result in flooding.

Once built, bikeways and other facilities would not include any new project features that would increase the risks associated with flooding beyond those of the existing conditions. The bikeways would create very small amounts of additional impervious surface, or in the case of On-street Bikeways Without Widening, would not create any additional impervious surface. Individual facilities would be designed such that they would not contribute runoff water that would exceed the capacity of existing storm water systems. Also, because the bikeways would generally consist of relatively narrow paved pathways, they would not impede or redirect flood flows, alter the floodplain, or increase the flooding risk in a particular location. Bikeways or other facilities implemented under the BMP Update therefore would not directly or indirectly increase flooding. The BMP Update would therefore not contribute to cumulative flooding impacts that other projects in the region may generate.

### **8.6.2 Aquifer Recharge**

Construction of bikeways or other facilities is generally not expected to require dewatering, especially for On-street Bikeways Without Widening and On-street Bikeways With Widening. If construction of a bikeway or other facility would necessitate dewatering, for example due to installation of a retaining wall for an Off-street Bikeway, the duration of construction would be expected to be brief and the quantity of groundwater removed would be relatively small. Effects on aquifer recharge would therefore be indirect and minimal.

Once completed, the individual bikeways and other facilities implemented under the BMP Update do not propose the direct use of groundwater. Furthermore, the bikeways and other facilities would not introduce a substantially large amount of new impervious surfaces that could indirectly interfere with groundwater recharge. Therefore, the BMP Update would not directly or indirectly deplete groundwater supplies or interfere with groundwater recharge in the long term. The BMP Update would therefore not contribute to cumulative groundwater impacts that other projects in the region may generate.

### **8.6.3 Water Quality**

Construction of On-street Bikeways Without Widening or On-street Bikeways With Widening or other facilities would not be expected to involve extensive grading or clearing of land that could cause downstream erosion and sedimentation. Construction of long segments of Off-street Bikeways could grade, clear, or grub more than one acre of land where a sensitive water body or stream is downstream, and may involve slopes over a 25-percent grade. Conformance with existing regulatory requirements (i.e., acquisition of an NPDES General Construction Activity Storm Water Permit and implementation of a SWPPP), and conformance to Best Management Practices outlined in the Municipal Storm Water Permit and conformance with the City's Storm Water Regulations would prevent or effectively minimize potential direct water quality impacts such as erosion and sedimentation.

Once completed, the individual bikeways and other facilities implemented under the BMP Update would create minimal additional paved area and therefore minimal additional runoff in any particular area, especially compared to the typical extent of tributaries and regional watersheds. Regular maintenance would prevent soil, grease, and litter that could be carried downstream from accumulating on the bikeways. Conformance to operational Best Management Practices would prevent or effectively minimize long-term direct water quality impacts. In addition, by enhancing bicycling, the BMP Update would indirectly reduce automobile use and deposition of contaminants from cars. This would be a beneficial impact on water quality. The BMP Update would therefore not contribute to cumulative water quality impacts that other projects in the region may generate.

#### **8.6.4 Drainage Patterns**

Construction of a particular bikeway could take place within various areas including the developed public right-of-way for On-street Bikeways Without Widening, undeveloped edges adjacent to streets for On-street Bikeways With Widening, and undisturbed lands for Off-street Bikeways. Conformance to construction Best Management Practices outlined in the Municipal Storm Water Permit and the City's Storm Water Regulations would prevent or effectively minimize direct changes to drainage patterns that could result in temporary but substantial changes to stream-flow velocities or quantities.

Design of bikeways and other facilities would be subject to codes regulating runoff management, water quality, erosion control, and low impact design. Design of bikeways and other facilities where drainage patterns could be affected would focus on avoiding changes and/or incorporating measures that would prevent alterations and subsequent erosion or siltation. Conformance to Best Management Practices outlined in the Municipal Storm Water Permit and the City's Storm Water Regulations would prevent or effectively minimize such direct impacts. Bikeways and other facilities would also be sited and designed to prevent drainage pattern changes that could divert flow from biological resources and indirectly alter function and value or type of the existing habitat. Overall, bikeways and other facilities are expected to have such small temporary and permanent footprints they would not directly or indirectly alter the courses of existing drainages or increase the rate or amount of surface runoff. The BMP Update would therefore not contribute to cumulative drainage pattern impacts that other projects in the region may generate.

In summary, the proposed BMP Update would not result in significant direct, indirect, or cumulative impacts on flooding, aquifer recharge, water quality, and drainage patterns.

### **8.7 LAND USE**

In addition to the City's General Plan approved in 2008, the City has ~~56~~ more than 50 distinct community planning areas; their corresponding land use plans specifically address land use distribution and land use designations and provide community and site-specific guidance on community facilities, urban design, and other aspects of community planning as needed. Another important plan is the MSCP, a comprehensive habitat conservation planning program for more than 582,000 acres in southwestern San Diego County. The MSCP will preserve a network of habitat and open space to protect biodiversity and enhance the region's quality of life. The City is one of 11 jurisdictions within the MSCP study area and has adopted a subarea plan and implementing agreement with the USFWS and CDFW. The City implemented the MSCP, prepared a MSCP Subarea Plan and established the MHPA as a planned habitat preserve for sensitive biological resources.

Within the City's nearly 330 square miles are a variety of land uses. Parks, open space and recreation areas comprise approximately ~~28~~ 30 percent of land in the City, which is the largest existing use. Residential uses account for 24 percent of the City's total acreage. Industrial uses make up over 4 percent, commercial uses consist of less than 4 percent, institutional facilities account for almost 17 percent, and agriculture accounts for approximately 3 percent of existing land.

Roads/freeways/transportation facilities, water bodies, and vacant land make up the remaining approximately 20 percent of existing land uses (City 2008b).

City regulations and policies specifically identify bicycle facilities as an integral part of the transportation and recreational goals. The Mobility Element of the General Plan expresses the overarching goal to advance a balanced, efficient, multi-modal transportation network that minimizes adverse environmental and neighborhood impacts. The BMP Update has been developed to enhance, or at a minimum, not interfere with applicable land use plans, policies, and regulations of the City and the communities within which individual bikeways or other facilities would be sited. In particular, the BMP Update augments Mobility Element policies with additional policies to further enhance the state of bicycling in San Diego. The BMP Update policies would not result in incompatibilities or conflicts with existing land use plans. ~~Section 4.0 of the BMP Update addresses the relationships to other plans and policies, including a detailed analysis of the consistency of the program with facilities proposed in the various community plans. Potential inconsistencies are listed along with a recommended action and which document should supersede. The recommendations are based on a Citywide planning effort that factored in inter- and intra-community demands, opportunities and constraints, physical barriers and a public input process. Many of the inconsistencies are because the BMP Update includes new proposed facilities that were not included in the community plans. In addition, the recommendations could be refined as part of a community plan update process or other focused community planning process. These inconsistencies therefore are not considered significant, and would not represent adverse conflicts with existing land use plans. Furthermore, proposing new facilities that would be desired by the community would be considered a beneficial impact of the proposed BMP Update.~~

Various bikeways or other facilities implemented under the BMP Update may be located in or directly adjacent to the City's MHPA or other conservation planning areas. On-street Bikeways Without Widening would not be expected to introduce conflicts with the MHPA because the project footprint would be contained within the existing paved right of way. On-street Bikeways With Widening and Off-street Bikeways could extend into MHPA lands, but potential indirect impacts on such lands and issues associated with potential inconsistencies with the MHPA Adjacency Guidelines or any habitat conservation plans would be expected to be avoided by measures incorporated into individual project design, including appropriate mitigation for indirect or direct temporary or permanent impacts to sensitive habitats as addressed in Section 5.1, *Biological Resources*, of this Program EIR.

On-street Bikeways Without Widening and On-street Bikeways With Widening would not change land uses or preclude implementation of planned land uses because they would be within or immediately adjacent to existing roadways and would represent, at most, an incremental widening of the transportation corridor. Off-street Bikeways are similarly sited near roadways or existing paths and would be sufficiently narrow to not result in conflicts or lead to more intensive land uses. The bikeways would generally be non-intrusive and compatible with any surrounding land use categories, including park, open space, and recreation; residential; or commercial employment, retail, and services.

Individual bikeways and other facilities implemented under the BMP Update would not introduce any features that would divide an established community because the bikeways would be narrow and would generally improve connectivity within communities.

In summary, the proposed BMP Update would not result in significant direct, indirect, or cumulative impacts on land use plans, land uses, or communities.

## **8.8 MINERAL RESOURCES**

San Diego's important mineral resources include salt, sand, and gravel, which provide necessary materials for the local economy. Extraction of sand, rock, and gravel still occurs in Mission Valley and in other areas of the City, such as Carroll Canyon and Mission Gorge. There are also mining operations within the MSCP Subarea Plan, consisting mainly of sand, rock, and gravel extraction using open pit mining (City 2008b). In accordance with guidelines established by the State Mining and Geology Board, mineral deposits in western San Diego County have been classified into Mineral Resources Zones (MRZs) as follows:

- MRZ1 : areas where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence;
- MRZ 2: areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists;
- MRZ 3: areas containing mineral deposits, the significance of which cannot be evaluated from available data;
- MRZ 4: areas where available information is inadequate for assignment to any other MRZ.

Some bikeways may be sited in areas classified as MRZ-2, such as Mission Valley and San Pasqual Valley. Construction and operation of On-street Bikeways Without Widening and On-street Bikeways With Widening would not interfere with mining operations, however, because the bikeways would be within or immediately adjacent to the existing paved right of way. Due to the potential complexities associated with placing a recreational facility within an active industrial area such as a quarry or sand mining pit, it is not likely that Off-street Bikeways and other facilities would be sited within an active mining area or where such facilities would preclude the recovery of a known or locally important mineral resource.

In summary, the proposed BMP Update would not result in significant direct, indirect, or cumulative impacts to mineral resources.

## **8.9 NOISE**

An elevated ambient noise level is a normal part of the City's largely urban environment. The most prevalent noise sources in the City are motor vehicle traffic on freeways, state highways, and local major roads. Noise from aircraft, rail traffic, and industrial and commercial activities is also present in many areas of the City. At any given time and place, urban noises can also include construction equipment, refuse vehicles, sporting/special events, barking dogs, leaf blowers, loud music, or car alarms.

Construction of any type of bikeway or other facility implemented under the BMP Update could generate noise, resulting in a short-term increase in the ambient noise levels in that project vicinity. Construction noise would be temporary and transitory in nature, however, and any bikeway or facility implemented under the BMP Update would be required to comply with the City Noise Ordinance. People would not be exposed to noise levels in excess of noise regulations. Potential noise impacts to sensitive wildlife are addressed in Section 5.1, *Biological Resources*, of this Program EIR. Based upon the transitory nature of construction noise levels and required conformance to the City Noise Ordinance, construction of bikeways and other facilities under the BMP Update would not result in significant increases in ambient noise.

With respect to long-term operational noise, bikeways are intended for use of non-motorized bicycles and, as such, would not generate high noise levels. Individual bikeways or other facilities implemented under the BMP Update would not introduce any new features that would expose people residing or working in the project area to excessive noise levels beyond existing conditions. The noise from day-to-day activities for the bikeways would typically be limited to people talking as they are riding or walking by and would not be expected to exceed any standards or to be considered a nuisance to people within hearing distance.

In summary, the proposed BMP Update would not result in significant direct, indirect, or cumulative impacts due to noise.

## **8.10 POPULATION AND HOUSING**

Less than four percent of the City's nearly 330 square miles consists of vacant land (excluding designated parkland and open space). Future growth is projected to occur in existing urban areas in accordance with the General Plan, which calls for redevelopment, infill, and new growth to be targeted into compact and mixed-use villages (City 2008b).

Individual bikeways or other facilities constructed under the BMP Update would provide transportation alternatives but would not encourage or accommodate economic or population growth, or construction of additional housing, either directly or indirectly. On-street Bikeways Without Widening and On-street Bikeways With Widening would not extend any existing roadways into an undeveloped area or introduce any new roadways that could induce growth because the bikeways would be integrated with or immediately adjacent to existing roadways. Off-street Bikeways are similarly sited near roadways or existing paths. Therefore, the BMP Update would not induce substantial population growth. Bikeways would not be sited where they would result in the displacement of any existing housing, and would be sufficiently narrow to not affect existing housing in any way that would necessitate the construction of replacement housing or result in the displacement of any people.

In summary, the proposed BMP Update would not result in significant direct, indirect, or cumulative impacts to population and housing.

## **8.11 PUBLIC SERVICES AND FACILITIES**

The analysis of effects on public services and facilities is focused on determining if the project would have an effect upon, or result in a need for new or altered governmental services in any of the following areas: police protection, fire/life safety protection, libraries, parks or other recreational facilities, schools, and maintenance of public facilities including roads.

Individual bikeways or other facilities constructed under the BMP Update would represent incrementally small additions to existing transportation systems. The bikeways or other facilities would not physically alter any police protection facilities, fire protection facilities, libraries, parks, or schools directly or indirectly during construction or operation. Bikeways and other facilities would not directly or indirectly require any new or enhanced police protection services, fire protection services, libraries, parks or schools. Response times for police or fire rescue services would not be impacted during construction because traffic control plans would accommodate emergency response vehicles.

The BMP Update would not include construction of future housing or induce growth that could indirectly increase demand for schools in the area, but would directly improve connections to schools and parks through construction of bikeways and other facilities and indirectly improve connections through implementation of policies to enhance bicycling.

Although On-street Bikeways Without Widening and On-street Bikeways With Widening would require maintenance, the facilities would be integrated with or immediately adjacent to existing roadways so would not require new services for maintenance. Off-street Bikeways would represent new recreational areas to maintain, but would not create maintenance needs substantially different from any other paved surface used passively by bicyclists and pedestrians.

In summary, the proposed BMP Update would not result in significant direct, indirect, or cumulative impacts to public services and facilities.

## **8.12 PUBLIC UTILITIES**

Public utilities of general concern in evaluating impacts of projects are water, wastewater, solid waste, and communication systems. Electrical power and natural gas are evaluated under the topic of energy. Rooftop solar energy production would not be affected by bikeways or other facilities implemented under the BMP Update. Storm drain systems are evaluated under the topics of hazards and public safety, and hydrology and water quality.

Construction of bikeways or other facilities implemented under the BMP Update could directly affect buried infrastructure such as water pipelines, sewers, or communication cables. Some segments of proposed facilities could cross water or sewer mains in a parallel or perpendicular fashion. Impacts to such utilities would be avoided, however, by identifying the vertical and horizontal location of infrastructure during design, indicating potential conflicts on the plans, and including protective measures or relocations in the plans and specifications. Plans affecting existing water or sewer facilities would be submitted to the Public Utilities Department for review. Also, utilities would be marked in the field prior to construction. Bike path related

improvements would be designed to avoid affecting the City's crew access to utilities. For example, if a gate is being proposed a shared access key would be required. No grading would be allowed above the existing City utility unless approved by the Director of Public Utilities Department, and no structures would be allowed within 15 feet of sewer or water crossing. All three types of bikeways would be on the ground surface, and other facilities would also be above ground or at shallow depth, so would not result in a need for new systems, or require substantial alterations to existing utilities, the construction of which would create physical impacts.

Construction of individual bikeways or other facilities implemented under the BMP Update would likely generate very little waste. Any waste generated would be disposed of in accordance with applicable local and state regulations pertaining to solid waste including permitting capacity of the landfill serving the particular project area within the City. Recycling would follow local standards regulating such activity.

Long-term operation of individual bikeways or other facilities implemented under the BMP Update would not require the use of substantial permanent water sources beyond possible irrigation of landscaping. Individual projects that have landscaping are expected to incorporate low-water use plant types in accordance with City standards, and, therefore, would not significantly impact existing water supplies.

Bikeways and other facilities would not generate wastewater, directly affect wastewater treatment facilities, or indirectly require the construction of any new water or wastewater treatment facilities. Operation of bikeways or other facilities would not generate waste beyond typical volumes of litter on existing roadways or other public areas and, therefore, would not affect the permitted capacity of the landfill serving the project area.

In summary, the proposed BMP Update would not result in significant direct, indirect, or cumulative impacts to public utilities.

### **8.13 RECREATION**

Lands in the City designated as Park, Open Space and Recreation include areas identified as Open Space, Population-based Parks, Resource-based Parks, and Private/Commercial Recreation. These areas are generally non-urban in character and may have utility for park and recreation purposes, passive or active recreation; conservation of land, water, or other natural resources; or historic or scenic purposes (City 2008b).

The construction of certain bikeways located within existing recreational areas may directly disrupt access or interfere with activities. These interruptions of recreational enjoyment would be temporary, however. After completion, individual bikeways and other facilities implemented under the BMP Update would directly enhance recreational opportunities within the City, improve access to parks and other community destinations, and enhance the bicycling experience for recreational users as well as commuters. The BMP Update would not increase the use of existing recreational areas to a point where substantial physical deterioration of such facilities would directly occur or be indirectly accelerated.

The BMP Update involves construction or improvement of bikeways and other related recreational facilities. Potential direct and indirect effects on the environment of constructing the facilities are addressed in this Program EIR under the appropriate issue. The overall effect on recreational opportunities is expected to be beneficial.

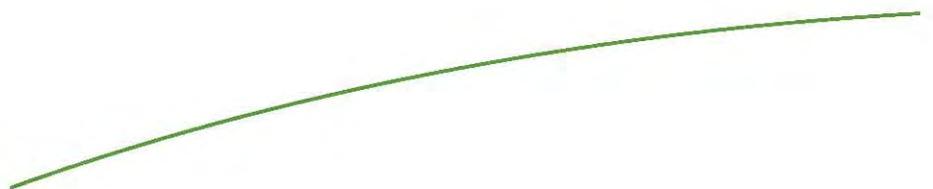
In summary, the proposed BMP Update would not result in significant direct, indirect, or cumulative impacts to recreation, and would be expected to have beneficial recreation impacts over the long term.

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Section 9.0

# MANDATORY DISCUSSION AREAS



## 9.0 MANDATORY DISCUSSION AREAS

This section of the Program EIR provides a discussion of issue areas required by State CEQA Guidelines Section 15126 (b), (c), and (d).

### 9.1 SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

State CEQA Guidelines Section 15126.2 (b) requires the discussion of significant environmental effects which cannot be avoided if the proposed project is implemented. These would include impacts that can be mitigated but not to a level that is less than significant. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.

Based on the analysis contained in Section 5.0, *Environmental Analysis*, the proposed project would result in potentially significant impacts to Biological Resources, Historical Resources, Transportation/Circulation, Visual Quality/Neighborhood Character, Paleontological Resources, and Geologic Conditions. All potential impacts except for Transportation/Circulation are concluded to be mitigable to less than significant through implementation of mitigation measures indentified in this Program EIR. There is a potential for all three types of bikeways in the BMP Update to cause significant impacts with respect to traffic load and capacity of the roadway system and resulting LOS and cause significant impacts to circulation movements. The mitigation measures for these Transportation/Circulation impacts may not reduce potentially significant impacts to less than significant; therefore, a Statement of Overriding Considerations would be required. No other significant impacts were identified as unavoidable if the proposed project is implemented.

### 9.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

State CEQA Guidelines Section 15126.2 (c) requires an evaluation of significant irreversible environmental changes which would be involved should the proposed project be implemented. State CEQA Guidelines Section 15126.2 (c) state that irretrievable commitments of resources should be evaluated to assure that current consumption is justified.

Implementation of the BMP Update would involve a commitment of natural, physical, human, and fiscal resources. Land used in the construction of the proposed bikeways and other facilities is considered an irreversible commitment during the time period that the land would be used for these improvements. However, if a greater need arises for use of the land or if the facilities are no longer needed, the land can be converted to another use. At present, there is no reason to believe such a conversion would ever be necessary or desirable. Compared to many other types of projects, the individual bikeways and other facilities would have a limited footprint and low profile. Conversion to other uses, including open space or biological habitat, would therefore be feasible if such action became necessary.

Fossil fuels, labor, and construction materials such as cement, aggregate, and bituminous material would be expended in constructing bikeways and other facilities. Additionally, labor

and natural resources would be used in the making of construction materials. Construction would also require a one-time expenditure of local, state and/or federal funds, which are not retrievable but would be partially offset by savings in energy resulting from enhancement of bicycle travel and reduction in vehicular travel. In addition to the costs of construction, there would be limited costs for maintenance and personnel. Although such resources are generally not retrievable, their commitment is based on the concept that residents in the immediate area, region and state would benefit from the improved quality of the transportation system that would facilitate other modes of travel in addition to vehicles. These benefits would consist of improved safety for bicyclists and pedestrians, savings in fuel, reduction in emissions of pollutants related to vehicles, and the enhancement of recreational and commuter facilities, all of which are expected to outweigh the commitment of resources.

Although Off-street Bikeways could open access in a limited way, depending on the location, the BMP Update would not involve any road or highway improvements that would provide vehicular access to previously inaccessible areas. Further, no major environmental accidents or hazards are anticipated to occur as a result of project implementation, as discussed in Section 8.5, *Human Health and Public Safety*.

### **9.3 GROWTH INDUCEMENT**

In accordance with State CEQA Guidelines Section 15126.2(d), an EIR must include an analysis of the growth-inducing impact of the proposed project. The growth inducement analysis must address: (1) the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly in the surrounding environment; and (2) the potential for the project to encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. This second issue involves the potential for the project to induce further growth by the expansion or extension of existing services, utilities, or infrastructure. State CEQA Guidelines Section 15126.2(d) further state that “[i]t must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.”

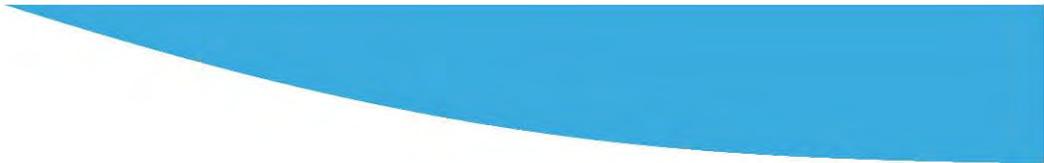
The BMP Update is intended to make bicycling a part of daily life in the City. The program would not indirectly foster economic growth. During construction of individual bikeways and facilities, demand for various construction trade skills and labor would increase. The implementation of the program would occur over an extended time frame and throughout the City. It is therefore anticipated that this demand would be met by the local labor force and would not require importation of a substantial number of workers that could create a surge in economic or population growth or cause an increased demand for temporary or permanent housing in the City.

Once completed, the bikeways would not provide a permanent source of employment or become an economic engine for the local economy. The BMP Update also would not construct new housing or uses. Therefore, the BMP Update would not directly foster economic growth or increase the demand for housing in the City or the San Diego region.

The individual bikeways and other facilities would enhance the bikeway network but would not include or require new infrastructure or utilities or roadway extensions to areas that are not currently served by local utilities and services. In addition, implementation of the BMP Update would not remove any physical barriers to growth. Therefore, growth inducement would not result from the BMP Update.

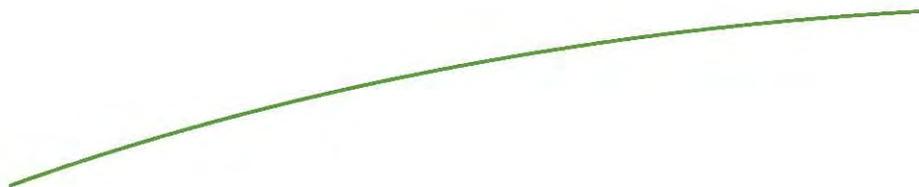
In summary, implementation of the BMP Update would not induce growth in the City, nearby areas, or the surrounding region. In general, a project would be considered growth inducing if its implementation would result in substantial population increases and/or new development. The BMP Update consists of the adoption and implementation of policies and improvements to the existing bikeway network. These improvements would not substantially alter existing development patterns in the City, or necessitate or induce the extension of municipal infrastructure. It is possible that the existence of bicycle facilities may encourage people who enjoy cycling to come to the City from outside the area. It is not expected that the type or extent of facilities developed by the BMP Update would introduce growth beyond what has been analyzed and planned for by the City, however. The BMP Update would not lead to significant environmental impacts related to growth.

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Section 10.0

# ALTERNATIVES



## 10.0 ALTERNATIVES

In considering the appropriateness of a project, CEQA mandates that alternatives to its implementation be discussed. State CEQA Guidelines Section 15126.6(a) requires the discussion of “a range of reasonable alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” State CEQA Guidelines Section 15126.6(f) further states that “the range of alternatives in an EIR is governed by the ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.” Thus, the following discussion focuses on those alternatives that are capable of reducing or eliminating significant environmental impacts, even if they would impede the attainment of some project objectives, or would be more costly. In accordance with State CEQA Guidelines Section 15126.6(f)(1), among the factors that may be taken into account when addressing the feasibility of alternatives are (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the proponent can reasonably acquire, control, or otherwise have access to an alternative site.

The following alternatives are addressed in this section:

- No Project/No New Bikeways – This alternative assumes that the BMP Update is not approved or implemented and no new bicycle facilities are constructed beyond those in existence.
- No Project/Implementation of Current Bicycle Master Plan – This alternative assumes that the BMP Update is not approved or implemented, and the City’s bicycle network is implemented pursuant to the currently adopted 2002 BMP.
- Reduced Traffic Impact – This alternative assumes that all facilities of the BMP Update would be implemented except for bikeways where lane removals and/or median modifications (or other proposed features) would significantly impact intersections or roadways.
- Reduced Biology Impact – This alternative assumes that all facilities of the BMP Update would be implemented except for bikeways that would impact sensitive habitat (MSCP Tier I, II, and III habitats).

The alternatives evaluation focuses on assessing how well these alternatives reduce significant impacts of the BMP Update and satisfy the program objectives.

The potentially significant impacts of the proposed BMP Update would occur with respect to the following environmental topical areas: Biological Resources, Historical Resources, Transportation/Circulation, Visual Quality/Neighborhood Character, Paleontological Resources, and Geologic Conditions. All of these potentially significant impacts except for Transportation/Circulation are concluded in Section 5.0, *Environmental Analysis*, to be mitigable to less than significant through implementation of mitigation measures identified in this Program EIR. There is a potential for all three types of bikeways in the BMP Update to cause significant impacts with respect to traffic load and capacity of the roadway system and resulting

LOS and cause significant impacts to circulation movements. The mitigation measures for these Transportation/Circulation impacts may not reduce potentially significant impacts to less than significant; therefore, a Statement of Overriding Considerations would be required. No other significant impacts were identified as unavoidable if the proposed program is implemented. All other environmental issues were determined to not be significant through the analysis in the Initial Study and Section 8.0, *Effects Found Not to be Significant*, of this Program EIR. Some of these issues, Air Quality, Energy, and Greenhouse Gas Emissions, are identified as beneficially affected by the BMP Update through a reduction in vehicular traffic.

As discussed in Section 3.0, *Project Description*, the primary objectives of the BMP Update are to accomplish the following:

- Provide a framework to guide the implementation of an expanded bicycle network within the City to promote bicycling as a transportation mode;
- Provide improved local and regional bicycle connectivity to transit centers, employment centers, shopping districts, parks, and other local amenities;
- Provide a safe and comprehensive local and regional bikeway network; and
- To supplement the City's General Plan Mobility Element with policies focused on enhancing bicycling as a viable transportation mode in the City.

In accordance with State CEQA Guidelines Section 15126.6(d), "the EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project." Due to the programmatic nature of the BMP Update, the analysis of alternatives does not consider alternate locations of individual bikeways, and the impact analysis of alternatives is qualitative.

State CEQA Guidelines Section 15126.6(e)(1) requires that the specific alternative of "no project" be evaluated along with its impact. The purpose of such an analysis is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. State CEQA Guidelines Section 15126.6(e)(3) notes that a no project alternative may be the circumstance under which the project does not proceed, or the continuation of an existing plan, policy, or operation into the future. In the case of the BMP Update, the No Project/No New Bikeways Alternative represents the project not proceeding at all, and the No Project/Implementation of Current Bicycle Master Plan Alternative represents continuation of the existing plan. State CEQA Guidelines Section 15126.6(e)(2) requires that if the environmentally superior alternative is the "no project" alternative, the EIR shall identify an Environmentally Superior Alternative from among the other alternatives. The Environmentally Superior Alternative is identified in Section 10.5 of this chapter, which identifies which no project alternative is superior and then which of the remaining project alternatives would be superior.

## 10.1 NO PROJECT/NO NEW BIKEWAYS ALTERNATIVE

### 10.1.1 Description

With the No Project/No New Bikeways Alternative, the existing bikeway network would remain as described in Section 2.4 of the Environmental Setting (Section 2.0) and as illustrated in Figures 2-3a, 2-3b, and 2-3c, *Existing Bikeway Network*. The City would maintain the approximately 511~~0~~ total miles of existing bikeways, including 72 miles of Bike Paths (Class I), 309 miles of Bike Lanes (Class II), 113 miles of Bike Routes (Class III), and 16 miles of Freeway Shoulder where bike access is allowed. The proposed additional bikeways would not be constructed, consisting of approximately 94 miles of additional Class I bikeways, 141 miles of additional Class II bikeways, 171 miles of additional Class III bikeways, 143 miles of additional Class II or Class III bikeways, 39 miles of bicycle boulevard facilities, and 7 miles of cycle track facilities. Additional other facilities proposed in the BMP Update (e.g., way-finding signage, bicycle detector loops, etc.) would not be developed. In addition, no new policies emphasizing enhancement of bicycle planning would be provided to supplement the City's General Plan Mobility Element policies regarding bicycling.

### 10.1.2 Impact Analysis

This alternative would completely avoid any of the temporary and permanent direct and indirect potential impacts associated with constructing the additional bikeways and other facilities proposed by the BMP Update. Conditions would remain as described in Section 2.0 and the Existing Conditions sections of the impact analyses in Section 5.0. In particular, the No Project/No New Bikeways Alternative would avoid the following potentially significant but mitigable impacts and Traffic/Circulation impacts not reduced to below a level of significance by mitigation that could be caused by one or more types of bikeways and other facilities implemented by the BMP Update:

- Biological Resources – Mitigable impacts to candidate, sensitive or special status species; sensitive habitats; wetlands; wildlife movements, corridors or wildlife nursery sites; lands preserved under the MSCP and other local, regional, or state habitat conservation plans, policies and ordinances protecting biological resources; indirect impacts (edge effects) on the MHPA; or invasive species.
- Historical Resources – Mitigable impacts to resources associated with the built environment, such as substantial alteration, relocation, or demolition of historic buildings, structures, objects, landscapes, and sites, including above-ground historic resources such as sidewalk date stamps, as well as impacts to buried resources such as archaeological sites and human remains.
- Transportation/Circulation – Impacts to traffic load and capacity of the roadway system, LOS, and circulation movements from potentially removing one or more travel and/or turn lanes or otherwise altering existing lane configurations, which in certain cases may not be mitigable to below a level of significance.

- Visual Quality/Neighborhood Character – Mitigable impacts to views, aesthetics, neighborhood character, landform, and light or glare.
- Paleontological Resources – Mitigable impacts to paleontological resources in areas with a moderate or high paleontological resource sensitivity rating.
- Geologic Conditions – Mitigable impacts due to geologic conditions, including by a project being located in an area subject to geologic hazards, unstable geologic materials, or erosion.

Although the No Project/No New Bikeways Alternative would avoid these potential impacts of the BMP Update, the alternative would not provide the beneficial impacts of enhancing bicycle and pedestrian circulation and safety, which would result in a reduction of vehicular traffic throughout the City. The No Project/No New Bikeways Alternative also would not provide other beneficial impacts on air quality by reducing vehicular emissions of pollutants and GHG emissions in the long term, and would not provide the benefits on energy by reducing overall energy consumption related to transportation. This alternative also would not provide a framework for an expanded bicycle network, improve local and regional bicycle connectivity, provide a comprehensive bikeway network, or supplement the City's General Plan Mobility Element with policies focused on improving bicycling conditions. This alternative therefore would not meet any of the BMP Update objectives.

## **10.2 NO PROJECT/IMPLEMENTATION OF CURRENT BICYCLE MASTER PLAN ALTERNATIVE**

### **10.2.1 Description**

With the No Project/Implementation of Current Bicycle Master Plan Alternative, the existing bikeway network would be improved to include the bikeways and other facilities proposed in the current San Diego Bicycle Master Plan (Alta Transportation Consulting 2002). The 2002 BMP calls for a goal of increasing bicycle use for utilitarian trips from the [then] current one percent to a targeted ten percent by the year 2020. The 2002 BMP notes that safety is a primary reason to improve bicycling conditions in the City, and addressing those concerns for bicyclists through physical and program improvements is a major objective of the BMP. The 2002 BMP was also developed to improve the most common access problem in San Diego for bicyclists, which is the lack of continuous and connected bikeways to the City's numerous destinations, including schools, parks, employment, and shopping areas.

The 2002 BMP recommends four categories of bikeway projects: Programmed, Top Priority, Second Priority, and Third Priority. Information about each of these types presented in the 2002 BMP is compiled in Table 10-1, *Projects Proposed in the 2002 BMP*.

In addition to identifying specific bikeway projects, the 2002 BMP was developed to serve as a policy document that addresses important issues related to San Diego's bikeways such as planning, community involvement, utilization of existing resources, facility design, multi-modal integration, safety and education, and support facilities, as well as specific programs, implementation, maintenance, and funding.

<b>Table 10-1 PROJECTS PROPOSED IN THE 2002 BMP</b>				
<b>Type of Bikeway</b>	<b>Category of Project</b>			
	<b>Programmed</b>	<b>Top Priority</b>	<b>Second Priority</b>	<b>Third Priority</b>
Class I	15 projects	6 projects 15 miles	7 projects	9 projects
Class II only	5 projects	7 projects 12 miles	3 projects	
Class II and III		11 projects 40 miles	78 projects	86 projects
Class III only		7 projects 11 miles		
<b>TOTAL</b>	<b>20 projects<sup>1</sup></b>	<b>31 projects 78 miles<sup>1</sup></b>	<b>88 projects<sup>1</sup></b>	<b>95 projects<sup>1</sup></b>

Source: Alta Transportation Consulting 2002

<sup>1</sup> Mileage of bikeways is only provided for the 2002 BMP Top Priority bikeways.

### 10.2.2 Impact Analysis

In the 2002 BMP, mMileage of bikeways is only provided for the 2002 BMP Top Priority bikeways, and not for the programmed, second priority, or third priority projects. To develop a quantified comparison, the top priority projects in the 2002 BMP were ~~which can be assumed to~~ correspond to the Highest Priority Bicycle Projects listed in the BMP Update. Bikeways proposed under this aspect of the two programs are compared in Table 10-2, *Comparison of High Priority Projects in 2002 BMP and BMP Update*.

Based on the comparison of these components, the 2002 BMP would have 10 miles more of Class I bikeways, so could potentially have greater impacts than the BMP Update related to Off-street Bikeways, such as Biological Resources, Historical Resources, Visual Quality/ Neighborhood Character, Paleontological Resources, and Geologic Conditions. Although the 2002 BMP would have fewer miles of Class II bikeways, the sum of combined Class II and Class III bikeways would be about the same as for the BMP Update (52 miles compared to 52.53 miles). Potential impacts to Transportation/Circulation would therefore likely be similar for the two programs. Overall, the 2002 BMP would have more miles of bikeways likely to cause impacts compared to the BMP Update (67 miles versus 57.560 miles of Class I, Class II, or mix of Class II and III). Based on this comparison, the 2002 BMP cwould have greater physical impacts than the BMP Update. This comparison does not take into account the lower priority projects proposed for either program, however. The comparison is therefore limited in terms of determining which plan would be environmentally superior in terms of actual physical impacts.

**Table 10-2  
 COMPARISON OF HIGH PRIORITY PROJECTS IN  
 2002 BMP AND BMP UPDATE**

<b>Type of Bikeway</b>	<b>2002 BMP Top Priority Projects</b>	<b>BMP Update Highest Priority Projects</b>
Class I	6 projects 15 miles	<del>2</del> 1.5 projects 5 miles
Class II only	7 projects 12 miles	<del>24.55</del> projects 34 miles
Class II and III	11 projects 40 miles	8 projects <del>18.59</del> miles
Class III only	7 projects 11 miles	5 projects 6 miles
<u>Cycle Track</u>	<u>N/A</u>	<u>1 project</u> <u>2 miles</u>
<b>TOTAL</b>	<b>31 projects</b> <b>78 miles</b>	<b>40 projects</b> <b><u>65.56</u> miles</b>

The No Project/Implementation of Current Bicycle Master Plan Alternative would provide a framework for an expanded bicycle network, improve local and regional bicycle connectivity, and provide a comprehensive bikeway network. This alternative therefore would meet most of the BMP Update objectives. This alternative would not meet the objective of supplementing the City’s General Plan Mobility Element with appropriate policies to the same degree as the BMP Update, however, because the 2002 BMP was prepared prior to the City’s updated 2008 General Plan. As discussed above, however, this alternative would likely have greater impacts than the BMP Update.

### 10.3 REDUCED TRAFFIC IMPACT ALTERNATIVE

#### 10.3.1 Description

With the Reduced Traffic Impact Alternative, all facilities and policies of the BMP Update would be implemented with the following exception: bikeways where lane removals and/or median modifications (or other proposed features) are demonstrated through project specific traffic analysis to significantly impact intersections or roadways would not be implemented. These bikeways could include a Class I (Bike Path), Class II (Bike Lane), or Class III (Bike Route) facility, depending on the type of traffic impact determined to occur from each proposed facility on a project by project basis. Most likely, however, the type of bikeway not implemented with the Reduced Traffic Impact Alternative would be Class II (Bike Lane) facilities. There are approximately 140 miles of unbuilt proposed Class II facilities in the BMP Update, as compiled in Table 3-2, *Proposed San Diego Bicycle Network*.

### **10.3.2 Impact Analysis**

At this Program EIR level, it is not possible to determine the precise length, type, or number of bikeway projects that would be eliminated by the Reduced Traffic Impact Alternative.

Qualitatively, this alternative would avoid some of the temporary and permanent direct and indirect potential impacts associated with constructing the bikeways proposed by the BMP Update because fewer bikeways would be implemented. In particular, the Reduced Traffic Impact Alternative would avoid potentially significant Traffic/Circulation impacts (including those impacts identified as potentially unmitigable to below a level of significance), and possibly avoid other impacts that could be caused by those bikeways that would otherwise have been implemented by the BMP Update.

Although the Reduced Traffic Impact Alternative would avoid certain potential impacts of the BMP Update, the alternative would not provide beneficial impacts to the same degree as the complete BMP Update, including enhancing bicycle and pedestrian circulation and safety, reducing vehicular traffic, reducing vehicular emissions of pollutants and GHG emissions in the long term, and reducing overall energy consumption related to transportation.

The Reduced Traffic Impact Alternative would provide a framework for an expanded bicycle network, improve local and regional bicycle connectivity, and provide a comprehensive bikeway network, although not to the same degree as the complete BMP Update. This alternative therefore would meet most of the BMP Update objectives.

This alternative would have fewer impacts than the BMP Update, but also would provide fewer beneficial impacts. If this alternative is chosen for implementation, a Statement of Overriding Considerations for potentially significant and unavoidable Traffic/Circulation impacts would not be needed.

## **10.4 REDUCED BIOLOGY IMPACT ALTERNATIVE**

### **10.4.1 Description**

With the Reduced Biology Impact Alternative, all facilities and policies of the BMP Update would be implemented with the following exception: bikeways where any proposed features are demonstrated through project specific biological resources analysis to significantly impact sensitive habitat (MSCP Tier I, II, and III habitats) would not be implemented. These bikeways would most likely be a Class I (Bike Path) facility, depending on the type of biological resources impact determined to occur from each proposed facility on a project by project basis. There are approximately 94 miles of unbuilt proposed Class I facilities in the BMP Update, as compiled in Table 3-2. It should be noted that impacts to biological resources were concluded to be mitigated to below a level of significance through implementation of mitigation measures *Bio-1* through *Bio-10*.

### **10.4.2 Impact Analysis**

At this Program EIR level, it is not possible to determine the precise length, type, or number of bikeway projects that would be eliminated by the Reduced Biology Impact Alternative. Qualitatively, this alternative would avoid some of the temporary and permanent direct and indirect potential impacts associated with constructing the bikeways proposed by the BMP Update because fewer bikeways would be implemented. In particular, the Reduced Biology Impact Alternative would avoid potentially significant impacts to biological resources, and possibly avoid other impacts that could be caused by those bikeways that would otherwise have been implemented by the BMP Update.

Although the Reduced Biology Impact Alternative would avoid certain potential impacts of the BMP Update, the alternative would not provide beneficial impacts to the same degree as the complete BMP Update, including enhancing bicycle and pedestrian circulation and safety, reducing vehicular traffic, reducing vehicular emissions of pollutants and GHG emissions in the long term, and reducing overall energy consumption related to transportation. It also may not fully implement General Plan policies to provide access to, and connect open space areas (Recreation Element Policies RE-D.6 and RE-D.7).

The Reduced Biology Impact Alternative would provide a framework for an expanded bicycle network, improve local and regional bicycle connectivity, and provide a comprehensive bikeway network, although not to the same degree as the complete BMP Update. This alternative therefore would meet most of the BMP Update objectives.

This alternative would likely have fewer impacts than the BMP Update, but also would provide fewer beneficial impacts. If this alternative is chosen for implementation, a Statement of Overriding Considerations for potentially significant and unavoidable Traffic/Circulation impacts would still be needed, because it is unlikely that the Reduced Biology Impact Alternative would avoid Traffic/Circulation impacts.

## **10.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. The State CEQA Guidelines Section 15126.6 (e)(2) states that if the environmentally superior alternative is the No Project alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives. The State CEQA Guidelines Section 15126.6(e)(3) discusses the No Project alternative, explaining that one of two definitions of No Project is typically applied. When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the No Project alternative would be the continuation of the existing plan, policy or operation into the future. If the project is other than a land use or regulatory plan, the No Project alternative would be the circumstance under which the project does not proceed. For this Program EIR, the No Project/No New Bikeways Alternative represents the second definition, and the No Project/Implementation of Current Bicycle Master Plan Alternative represents the first definition.

The environmental effects of the two No Project alternatives are compared with the BMP Update in Table 10-3, *Comparison of Impacts by Alternative to the BMP Update*. The comparison of alternatives shows that the No Project/No New Bikeways Alternative would have the least physical impacts to the environment, with fewer impacts than the No Project/Implementation of Current Bicycle Master Plan Alternative or the BMP Update. The No Project/No New Bikeways Alternative would not, however, provide the benefits that the BMP Update and the No Project/Implementation of Current Bicycle Master Plan would provide. The No Project/No New Bikeways Alternative would not meet any of the project objectives. The comparison also shows that the No Project/Implementation of Current Bicycle Master Plan Alternative could have greater impacts than the BMP Update due to greater mileage of Class I bikeways, although this comparison is limited by the lack of mileage information about projects other than the high priority projects.

~~Of Comparing~~ the two No Project alternatives, the No Project/No New Bikeways Alternative would be environmentally superior. But because both alternatives represent the No Project alternative, some other alternative(s) would be needed in order to identify “an environmentally superior alternative from among the other alternatives” as required by the State CEQA Guidelines Section 15126.6 (e)(2).

The two additional alternatives developed for this Program EIR are the Reduced Traffic Impact Alternative and the Reduced Biology Impact Alternative. These alternatives also are compared with the BMP Update in Table 10-3. In general, the two alternatives would implement fewer bikeways than the BMP Update, with the Reduced Traffic Impact Alternative possibly implementing fewer miles of facilities than the Reduced Biology Impact Alternative because there are more proposed unbuilt miles of Class II bikeways (140 miles) than proposed unbuilt miles of Class I bikeways (94 miles) in the BMP Update. These two alternatives would be less impactful than the BMP Update for the significant issues of Historic Resources, Paleontological Resources, Geologic Conditions, and Visual Quality/Neighborhood Character. The Reduced Traffic Impact Alternative would have similar Biological Resources impacts to the BMP Update because most of the Class I bikeways would likely be implemented. Conversely, the Reduced Biology Impact Alternative would have similar Traffic/Circulation impacts to the BMP Update because most of the Class II bikeways would likely be implemented. In terms of severity of impacts, Traffic/Circulation impacts were concluded to be significant and potentially unmitigable to below a level of significance, while biological resources impacts were concluded to be significant and mitigable. The Reduced Traffic Impact Alternative is therefore concluded to be the Environmentally Superior Alternative because it would avoid potentially unmitigable impacts and possibly implement fewer miles of facilities.

While all of the alternatives would have some environmental benefits, the greatest net benefit would be achieved by the alternative with the most benefits and least adverse impacts. In particular, the greatest environmental benefits would arise from the alternative that best promotes bicycling as a viable means of transportation and thus reduces motor vehicle trips to the greatest degree. By this broader perspective, the proposed BMP Update would provide the greatest net environmental benefit by enhancing the overall quality and quantity of bikeways and associated support facilities.

**Table 10-3  
COMPARISON OF IMPACTS BY ALTERNATIVE TO THE BMP UPDATE**

<b>Impact</b>	<b>BMP Update</b>	<b>No Project/ No New Bikeways</b>	<b>No Project/ Implementation of Current Bicycle Master Plan<sup>1</sup></b>	<b>Reduced Traffic Impact Alternative</b>	<b>Reduced Biology Impact Alternative</b>
Agricultural Resources	Not Significant	Less	Similar	Less	Less
Air Quality	Not Significant (Long-term Beneficial)	Greater (Not as Beneficial)	Similar	Greater (Not as Beneficial)	Greater (Not as Beneficial)
Biological Resources	Significant and mitigable	Less	Greater	Similar	Less
Energy	Not Significant (Long-term Beneficial)	Greater (Not as Beneficial)	Similar	Greater (Not as Beneficial)	Greater (Not as Beneficial)
Geologic Conditions	Significant and mitigable	Less	Similar	Less	Less
Greenhouse Gas Emissions	Not Significant (Long-term Beneficial)	Greater (Not as Beneficial)	Similar	Greater (Not as Beneficial)	Greater (Not as Beneficial)
Health and Safety	Not Significant	Similar	Similar	Less	Similar
Historic Resources	Significant and mitigable	Less	Greater	Less	Less

<sup>1</sup>Based on a comparison of high priority projects only

**Table 10-3 (cont.)  
COMPARISON OF IMPACTS BY ALTERNATIVE TO THE BMP UPDATE**

<b>Impact</b>	<b>BMP Update</b>	<b>No Project/ No New Bikeways</b>	<b>No Project/ Implementation of Current Bicycle Master Plan<sup>1</sup></b>	<b>Reduced Traffic Impact Alternative</b>	<b>Reduced Biology Impact Alternative</b>
Hydrology	Not Significant	Less	Similar	Less	Less
Land Use	Not Significant	Less	Similar	Less	Less
Mineral Resources	Not Significant	Less	Similar	Similar	Less
Noise	Not Significant	Less	Similar	Less	Less
Paleontological Resources	Significant and mitigable	Less	Greater	Less	Less
Population and Housing	Not Significant	Less	Similar	Similar	Similar
Public Services and Facilities	Not Significant	Less	Similar	Less	Less
Public Utilities	Not Significant	Less	Similar	Less	Less
Traffic/ Circulation	Significant and potentially not mitigable to below a level of significance	Less	Similar	Less (Significant and mitigable)	Similar
Visual Quality and Neighborhood Character	Significant and mitigable	Less	Greater	Less	Less
Water Quality	Not Significant	Less	Similar	Less	Less

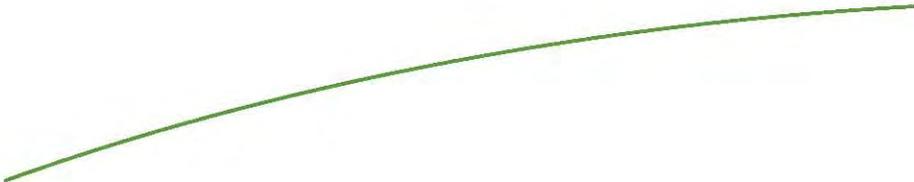
<sup>1</sup> Based on a comparison of high priority projects only

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Section 11.0

REFERENCES



## 11.0 REFERENCES

### Affinis

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SANGIS

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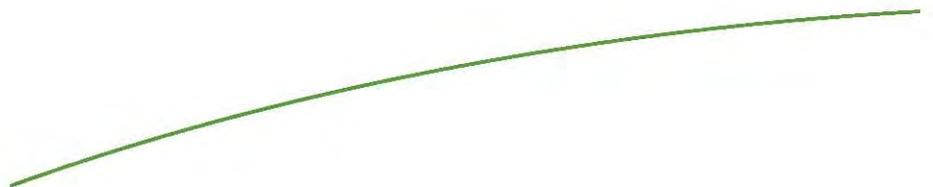
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Section 12.0

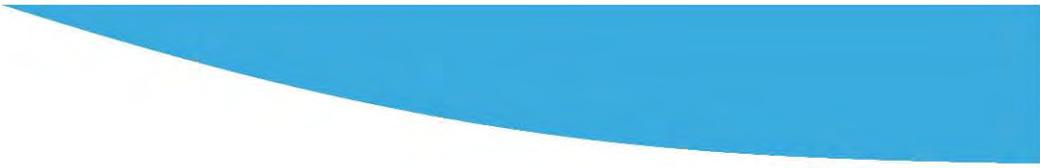
INDIVIDUALS AND  
ORGANIZATIONS CONSULTED



## 12.0 INDIVIDUALS AND ORGANIZATIONS CONSULTED

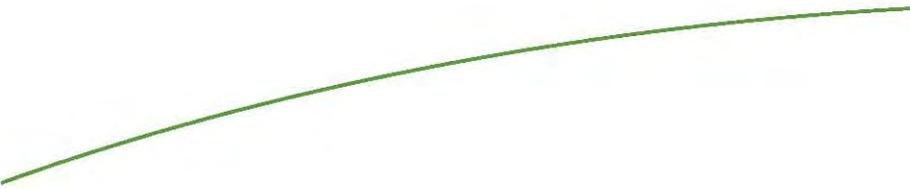
No individuals or organizations have been consulted outside of the City of San Diego or technical consultants listed in Section 13, *Certifications*.

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Section 13.0

CERTIFICATION PAGE



## **13.0 CERTIFICATION PAGE**

This document has been completed by the City's Environmental Analysis Section under the direction of the Development Services Department Assistant Deputy Director and is based on independent analysis and determinations made pursuant to the San Diego Municipal Code Section 128.0103. The following individuals contributed to the preparation of this report. Resumes of EIR preparers are on file and available for review at the City of San Diego, Development Services Department, 1222 First Avenue, Fifth Floor, San Diego, 92101.

### **CITY OF SAN DIEGO DEVELOPMENT SERVICES DEPARTMENT**

#### **Entitlements Division**

Cathy Winterrowd, Assistant Deputy Director  
Helene Deisher, Development Project Manager  
Jeff Szymanski, Senior Planner  
Terre Lien, Associate Planner

#### **Planning Division**

Samir Hajjiri, Senior Traffic Engineer  
Victoria Huffman, Associate Traffic Engineer  
Melissa Garcia, Senior Planner  
Kristen Forburger, Senior Planner  
Jeff Harkness, Park Designer

#### **Building Construction and Safety Division**

Ann French Gonsalves, Senior Traffic Engineer  
Jim Quinn, Associate Civil Engineer  
Don Weston, Senior Civil Engineer

### **CITY OF SAN DIEGO PUBLIC UTILITIES DEPARTMENT**

Mehdi Rastakhiz, Associate Engineer - Wastewater

### **EIR PREPARER**

#### **HELIX Environmental Planning, Inc.**

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Bruce McIntyre, Principal  
Tim Belzman, Senior Project Manager  
Stacy Gomez, Project Manager  
Rebecca Kress, GIS Specialist  
Rose Wojnar-Dillon, Document Coordinator  
Aleksandra Richards, Document Specialist  
Rene Beight, Document Coordinator

**Hon Consulting, Inc.**

Katherine Hon, P.E., President

**Affinis Environmental Services**

Mary Robbins-Wade, Principal Archaeologist

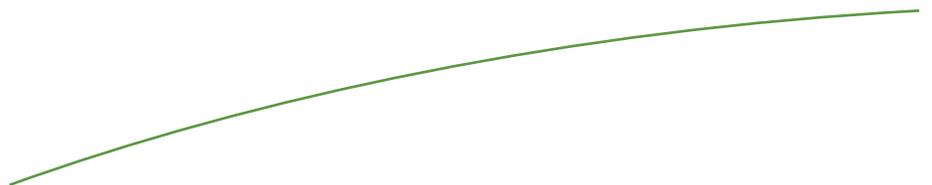
**Rick Crafts Engineering**

Rick Crafts, P.E., President



Appendix A

NOTICE OF PREPARATION  
AND PUBLIC COMMENTS





THE CITY OF SAN DIEGO

DEVELOPMENT SERVICES DEPARTMENT

Date of Notice: June 25, 2012

PUBLIC NOTICE OF PREPARATION OF A  
PROGRAM ENVIRONMENTAL IMPACT REPORT

AND

PUBLIC NOTICE OF AN ENVIRONMENTAL IMPACT REPORT  
SCOPING MEETING

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**PUBLIC NOTICE:** The City Of San Diego as the Lead Agency has determined that the project described below will require preparation of a Program Environmental Impact Report (EIR) in compliance with the California Environmental Quality Act (CEQA). This Notice of Preparation of a Program EIR and Scoping Meeting was publicly noticed and distributed on June 25, 2012. This notice was published in the SAN DIEGO DAILY TRANSCRIPT and placed on the City of San Diego website at the location on June 25, 2012.

City website: <http://clerkdoc.sannet.gov/Website/publicnotice/pubnotceqa.html>

**SCOPING MEETING:** A public scoping meeting will be held by the City of San Diego Development Services Department on July 9, 2012, from 6pm to 8pm at the Balboa Park War Memorial Building Room 3, 2125 Park Blvd. San Diego, CA 92101. The War Memorial Building is located at the north end of Balboa Park at Park Boulevard and Zoo Drive, across from Roosevelt Middle School. Street parking available on Zoo Drive, Park Blvd., or in the north end of the Zoo's parking lot. Please note that depending on the number of attendees, the meeting could end before 8 pm. Verbal and written comments regarding the scope and alternatives of the proposed EIR will be accepted at the meeting.

Written comments may also be sent to Jeff Szymanski, City of San Diego Development Services Department, 1222 First Avenue, MS 501, San Diego, CA 92101 or e-mailed to [DSDEAS@sandiego.gov](mailto:DSDEAS@sandiego.gov) referencing the Project Name (San Diego Bicycle Master Plan Update) in the subject line within 30 days of the receipt of this notice. Responsible agencies are requested to indicate their statutory responsibilities in connection with this project when responding. A draft Program EIR incorporating public input will then be prepared and distributed for public review and comment.

**PROJECT NAME/NO.:** SAN DIEGO BICYCLE MASTER PLAN UPDATE      **SCH No.:** *To Be Determined*

**COMMUNITY PLAN AREA:** Citywide

**COUNCIL DISTRICT:** Citywide

**SUBJECT: SAN DIEGO BICYCLE MASTER PLAN UPDATE:** The proposed project consists of an update to the 2002 City of San Diego (City) Bicycle Master Plan (BMP). The purpose of the BMP Update is to serve as a policy document to guide the development and maintenance of San Diego's bicycle network. The BMP Update provides direction for expanding the existing bikeway network, connecting gaps, providing for improved local and regional connectivity, and encouraging bicycling as a transportation mode. The BMP Update includes a bicycle network with related bicycle projects, policies, and programs. There are approximately 511 miles of existing bikeway facilities with the majority being Bike Lanes. The recommended bicycle network includes recommendations for an additional 595 miles of bicycle facilities, for a future

network totaling almost 1,090 miles. The types of projects recommended in the BMP Update include Bikeways (Class I – Bike Path, Class II – Bike Lane, Class III – Bike Route, Bicycle Boulevards, and Cycle Tracks), Bike Parking such as bike racks and on-street bike corrals, End-of-Trip Facilities that may be identified as part of individual development projects, maintenance activities such as road and sign repair, Bicycle Signal Detection installation, Signage and Striping for warnings and wayfinding, and Multi-modal Connection improvements such as providing secure bicycle parking at transit stops. The BMP Update also recommends bicycle programs to accomplish education, enforcement, encouragement, and monitoring and evaluation.

**Applicant:** City of San Diego, Development Services Department, City Planning Community Investment-Mobility Planning Division

**RECOMMENDED FINDING:** Pursuant to Section 15060(d) of the CEQA Guidelines, it appears that the proposed project could potentially result in significant environmental impacts in the following areas: **Biological Resources, Historical Resources, Visual Effects and Neighborhood Character, Transportation/Circulation, Paleontological Resources, and Cumulative Effects.**

**AVAILABILITY IN ALTERNATIVE FORMAT:** To request the City’s letter to the applicant detailing the required scope of work (EIR Scoping Letter) in alternative format, call the Development Services Department at (619) 446-5460 immediately to ensure availability. This information is also available in alternative formats for persons with disabilities. To request this Notice in alternative format, call the Development Services Department at (619) 446-5460 or (800) 735-2929 (TEXT TELEPHONE).

**ADDITIONAL INFORMATION:** For information on environmental review and/or information regarding this project, contact Jeff Szymanski at (619) 446-5324. The Scoping Letter and supporting documents may be reviewed, or purchased for the cost of reproduction, at the Fifth floor of the Development Services Department. For information regarding public meetings/hearings on this project, contact the Project Manager Melissa Garcia at (619)236-6173.

Cecilia Gallardo, AICP  
Assistant Deputy Director  
Development Services Department

**DISTRIBUTION:** See Attached.

**ATTACHMENTS:** Figure 1a: Proposed Bicycle Network - North  
Figure 1b: Proposed Bicycle Network - South  
Scoping Letter

## **DISTRIBUTION:**

### United States Government

- Naval Facilities Engineering Command Southwest (8)
- National Park Service (21)
- Fish and Wildlife Service (23)
- US Army Corps of Engineering (26)
- US Department Of Transportation (2)

### State of California

- Department of Fish and Game (32A)
- California Department of Parks and Recreation (40) and (476)
- State Clearinghouse (46)
- Resources Agency (43)
- Native American Heritage Commission (56)
- State Historic Preservation Officer (41)
- Regional Water Quality Control Board (44)
- Water Resources (45)
- Water Resources Control Board (55)
- Coastal Commission (48)
- Caltrans District 11 (31)
- California Environmental Protection Agency (37)
- Department of Toxic Substance Control (39)

### County of San Diego

- Department of Environmental Health (75)
- Planning and Land Use (68)
- Water Authority (73)

### City of San Diego

- Office of the Mayor (91)
- Council President Young, District 4 (MS 10A)
- Councilmember Lightner, District 1 (MS 10A)
- Councilmember Faulconer, District 2 (MS 10A)
- Councilmember Gloria, District 3 (MS 10A)
- Councilmember DeMaio, District 5 (MS 10A)
- Councilmember Zapf, District 6 (MS 10A)
- Councilmember Emerald, District 7 (MS 10A)
- Councilmember Alvarez, District 8 (MS 10A)
- Historical Resource Board (87)
- City Attorney (MS 56A)
  - Shannon Thomas (MS 93C)
- Development Services Department
  - Myra Herrmann (MS 501)
  - Victoria Huffman (MS 401)
  - Melissa Garcia (MS 401)
  - Samir Hajjiri (MS 401)
  - Mary Wright (MS 401)
- Library Dept.-Gov. Documents MS 17 (81)
  - Balboa Branch Library (81B)
  - Beckwourth Branch Library (81C)

Benjamin Branch Library (81D)  
Carmel Mountain Ranch Branch (81E)  
Carmel Valley Branch Library (81F)  
City Heights/Weingart Branch Library (81G)  
Clairemont Branch Library (81H)  
College-Rolando Branch Library (81I)  
Kensington-Normal Heights Branch Library (81K)  
La Jolla/Riford branch Library (81L)  
Linda Vista Branch Library (81M)  
Logan Heights Branch Library (81N)  
Malcolm X Library & Performing Arts Center (81O)  
Mira Mesa Branch Library (81P)  
Mission Hills Branch Library (81Q)  
Mission Valley Branch Library (81R)  
North Clairemont Branch Library (81S)  
North Park Branch Library (81T)  
Oak Park Branch Library (81U)  
Ocean Beach Branch Library (81V)  
Otay Mesa-Nestor Branch Library (81W)  
Pacific Beach/Taylor Branch Library (81X)  
Paradise Hills Branch Library (81Y)  
Point Loma/Hervey Branch Library (81Z)  
Rancho Bernardo Branch Library (81AA)  
Rancho Peñasquitos Branch Library (81BB)  
San Carlos Branch Library (81DD)  
San Ysidro Branch Library (81EE)  
Scripps Miramar Ranch Branch Library (81FF)  
Serra Mesa Branch Library (81GG)  
Skyline Hills Branch Library (81HH)  
Tierrasanta Branch Library (81II)  
University Community Branch Library (81JJ)  
University Heights Branch Library (81KK)  
Malcolm A. Love Library (457)

### **Other Interested Individuals or Groups**

#### Community Planning Groups

Community Planners Committee (194)  
Balboa Park Committee (226 + 226A)  
Black Mountain Ranch –Subarea I (226C)  
Otay Mesa - Nestor Planning Committee (228)  
Otay Mesa Planning Committee (235)  
Clairemont Mesa Planning Committee (248)  
Greater Golden Hill Planning Committee (259)  
Serra Mesa Planning Group (263A)  
Kearny Mesa Community Planning Group (265)  
Linda Vista Community Planning Committee (267)  
La Jolla Community Planning Association (275)  
City Heights Area Planning Committee (287)  
Kensington-Talmadge Planning Committee (290)

Normal Heights Community Planning Committee (291)  
Eastern Area Planning Committee (302)  
North Bay Community Planning Group (307)  
Mira Mesa Community Planning Group (310)  
Mission Beach Precise Planning Board (325)  
Mission Valley Unified Planning Organization (331)  
Navajo Community Planners Inc. (336)  
Carmel Valley Community Planning Board (350)  
Del Mar Mesa Community Planning Board (361)  
Greater North Park Planning Committee (363)  
Ocean Beach Planning Board (367)  
Old Town Community Planning Committee (368)  
Pacific Beach Community Planning Committee (375)  
Pacific Highlands Ranch – Subarea III (377A)  
Rancho Peñasquitos Planning Board (380)  
Peninsula Community Planning Board (390)  
Rancho Bernardo Community Planning Board (400)  
Sabre Springs Community Planning Group (406B)  
Sabre Springs Community Planning Group (407)  
San Pasqual - Lake Hodges Planning Group (426)  
San Ysidro Planning and Development Group (433)  
Scripps Ranch Community Planning Group (437)  
Miramar Ranch North Planning Committee (439)  
Skyline - Paradise Hills Planning Committee (443)  
Torrey Hills Community Planning Board (444A)  
Southeastern San Diego Planning Committee (449)  
Encanto Neighborhoods Community Planning Group (449A)  
College Area Community Council (456)  
Tierrasanta Community Council (462)  
Torrey Highlands – Subarea IV (467)  
Torrey Pines Community Planning Group (469)  
University City Community Planning Group (480)  
Uptown Planners (498)

Town/Community Councils - PUBLIC NOTICE ONLY

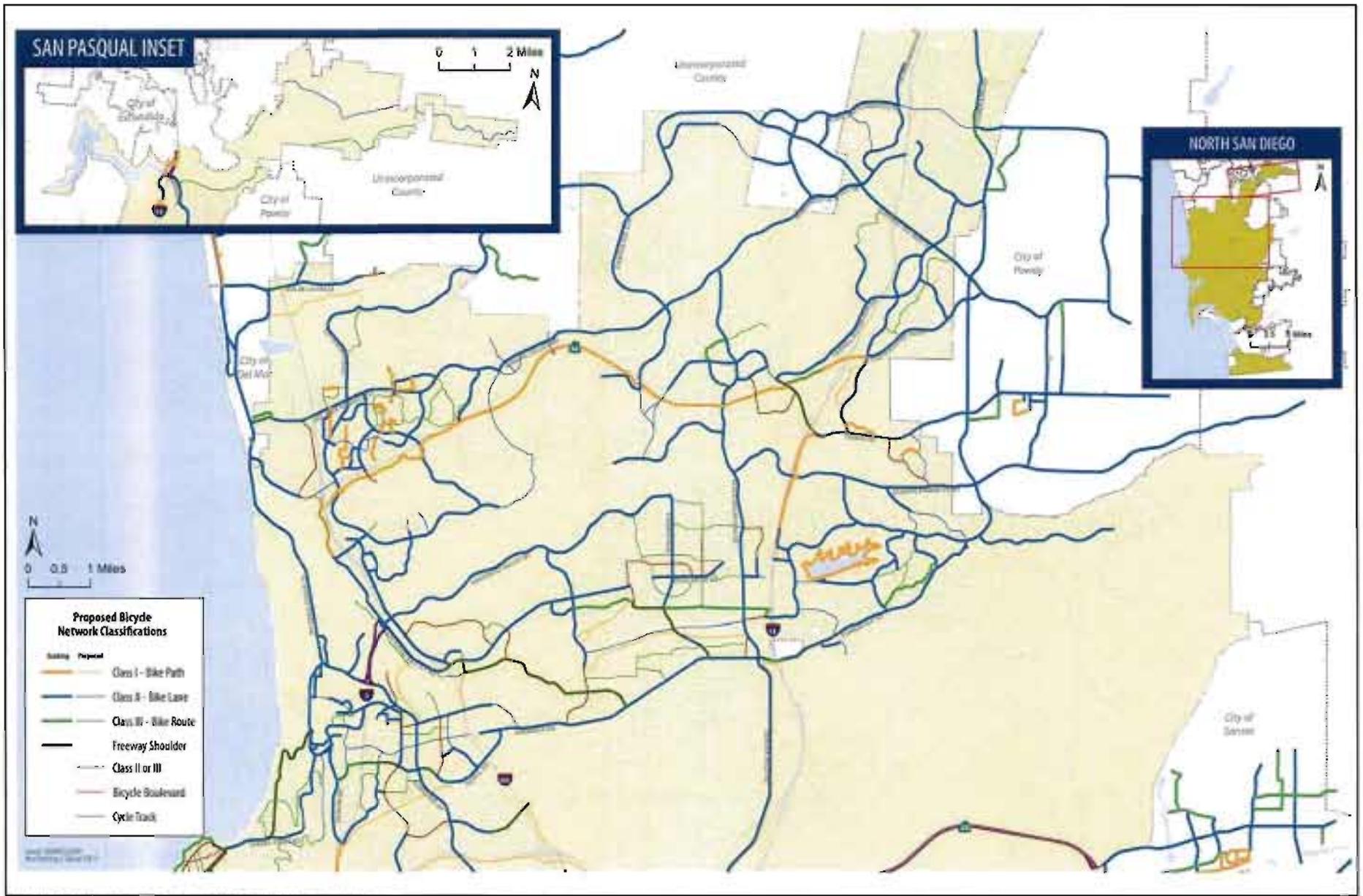
Town Council Presidents Association (197)  
Harborview Community Council (246)  
Carmel Mountain Ranch Community Council (344)  
Clairemont Town Council (257)  
Serra Mesa Community Council (264)  
Rolando Community Council (288)  
Oak Park Community Council (298)  
Webster Community Council (301)  
Darnell Community Council (306)  
La Jolla Town Council (273)  
Mission Beach Town Council (326)  
Mission Valley Community Council (328 C)  
San Carlos Area Council (338)  
Ocean Beach Town Council, Inc. (367 A)

Pacific Beach Town Council (374)  
Rancho Penasquitos Community Council (378)  
Rancho Bernardo Community Council, Inc. (398)  
Rancho Penasquitos Town Council (383)  
United Border Community Town Council (434)  
San Dieguito Planning Group (412)  
Murphy Canyon Community Council (463)

**Other Interested Individuals or Groups**

San Diego Unified Port District (109)  
San Diego County Regional Airport Authority (110)  
San Diego transit Corporation (112)  
San Diego Gas & Electric (114)  
Metropolitan Transit Systems (115)  
San Diego Unified School District (125/132)  
San Ysidro Unified School District (127)  
San Diego Community College District (133)  
The Beach and Bay Beacon News (137)  
Sierra Club (165)  
San Diego Canyonlands (165A)  
San Diego Natural History Museum (166)  
San Diego Audubon Society (167)  
Jim Peugh (167A)  
California Native Plant Society (170)  
San Diego Coastkeeper (173)  
Endangered Habitat League (182 and 182A)  
South Coastal Information Center @ San Diego State University (210)  
San Diego Historical Society (211)  
Carmen Lucas (206)  
Clint Linton (215b)  
San Diego Archaeological Center (212)  
Save Our Heritage Organization (214)  
Ron Christman (215)  
Louie Guassac (215A)  
Frank Brown (216)  
Campo Band of Mission Indians (217)  
San Diego County Archaeological Society (218)  
Kumeyaay Cultural Heritage Preservation (223)  
Kumeyaay Cultural Repatriation Committee (225)  
Native American Distribution (NOTICE ONLY 225A-T)  
San Diego Historical Society (211)  
Theresa Acerro (230)  
Unified Port of San Diego (240)  
Centre City Development Corporation (242)  
Centre City Advisory Committee (243)  
Balboa Avenue CAC (246)  
Theresa Quiros (294)  
Fairmount Park Neighborhood Association (303)  
John Stump (304)

Debbie Knight (320)  
Mission Hills Heritage (497)  
San Diego Association of Governments (SANDAG)  
401 B Street, Suite 800, San Diego, California 92101  
Institute of Transportation Engineers San Diego Section  
San Diego County Bicycle Coalition  
Centre City Development Corporation  
San Diego State University  
University of California  
San Diego, Metropolitan Transit System  
San Diego Cyclo-Vets



## Proposed Bicycle Network - North

CITY OF SAN DIEGO BICYCLE MASTER PLAN UPDATE

Figure 1a



## Proposed Bicycle Network - South

CITY OF SAN DIEGO BICYCLE MASTER PLAN UPDATE

Figure 1b



THE CITY OF SAN DIEGO

June 14, 2012

Melissa Garcia  
City of San Diego  
Development Services Department, Planning Division  
1222 First Avenue  
San Diego, CA 92101

Dear Melissa:

**SUBJECT: SCOPE OF WORK FOR A PROGRAM ENVIRONMENTAL  
IMPACT REPORT FOR THE SAN DIEGO BICYCLE MASTER  
PLAN UPDATE**

Pursuant to Section 15060(d) of the California Environmental Quality Act (CEQA), the Environmental Analysis Section (EAS) of the City of San Diego (City) Development Services Department (DSD) has conducted an Initial Study for the above-referenced project and has determined that the proposed project may have significant effects on the environment, and the preparation of a draft Environmental Impact Report is required. Staff has determined that a Program Environmental Impact Report (PEIR) is the appropriate environmental document for the Bicycle Master Plan (BMP) Update.

The purpose of this letter is to identify the specific issues to be addressed in the PEIR. The PEIR should be prepared in accordance with the attached "City of San Diego Technical Report and Environmental Impact Report Guidelines" (Updated December 2005). A Notice of Preparation will be distributed to the Responsible Agencies and others who may have an interest in the project. Changes or additions to the scope of work may be required as a result of input received in response to the Scoping Meeting and Notice of Preparation. In addition, the project may be adjusted over time by the applicant and these changes would be disclosed in the PEIR.

Each section/issue area of the PEIR should provide a descriptive analysis of the project followed by a comprehensive evaluation of the issue area. The PEIR should also include sufficient graphics and tables to provide a complete description of all major program features. Scoping meetings are required by CEQA Section 21083.9(a)(2) for projects that may have statewide, regional or area-wide environmental impacts. The City's environmental review staff has determined that the BMP Update meets these criteria. A scoping meeting will be scheduled.

**The program that will be the subject of the PEIR is briefly described as follows:**

**Project Location:** The project area for the BMP Update includes the jurisdictional boundaries of the City of San Diego, which encompasses approximately 337 square miles. The City is bordered by the Pacific Ocean on the west, the international border with Mexico on the south, and shared borders with 13 neighboring jurisdictions on the east and north, including Chula Vista, National City, Lemon Grove, La Mesa, El Cajon, Santee, Poway, Del Mar, Escondido, and unincorporated County of San Diego. There are more than 50 Community Planning Areas within the City boundaries, and the BMP Update has considered the existing facilities and future desires of each in developing recommendations.

**Project Description:** The proposed project consists of an update to the 2002 City of San Diego (City) Bicycle Master Plan (BMP). The purpose of the BMP Update is to serve as a policy document to guide the development and maintenance of the City's bicycle network. The BMP Update builds on the City's 2002 BMP, presenting a renewed vision that is closely aligned with the City's 2008 General Plan. The BMP Update provides direction for expanding the existing bikeway network, connecting gaps, providing for improved local and regional connectivity, and encouraging bicycling as a transportation mode. The BMP Update includes a bicycle network with related bicycle projects, policies, and programs. These components are briefly described below.

Bicycle Network. The proposed bikeway network in the BMP Update was developed to complement and connect with the proposed network in the 2002 BMP, the 2006 San Diego Downtown Community Plan, and the 2010 San Diego Regional Bicycle Plan. The network in the BMP Update was developed by (1) combining existing facilities with those recommended in the above planning documents, (2) adding network components identified via demand analysis conducted for the BMP Update, (3) refining the network for continuity and sensibility, and (4) further refining with input from the community and City staff. The resulting proposed network is shown in Figures 1a and 1b and summarized in Table 1.

<b>Facility Type</b>	<b>Miles of Existing</b>	<b>Miles of Proposed Unbuilt</b>	<b>Total Miles of Facility</b>
Class I - Bike Path	72.3	94.1	166.4
Class II - Bike Lane	309.4	140.6	450.0
Class III - Bike Route	112.9	171.2	284.1
Class II or III (TBD)	--	143.4	143.4
Freeway Shoulder	16.1	--	-16.1*
Bicycle Boulevard	0	39.4	39.4
Cycle Track	0	6.6	6.6
<b>Totals</b>	<b>510.7</b>	<b>595.3</b>	<b>1,089.9</b>

\*Facility not included in the total summary  
 Source: BMP Update, Table 6-1

The recommended bikeway facility types are generally defined as follows:

- Class I – Bike Path: paved right-of-way for exclusive use by bicyclists, pedestrians, or other non-motorized modes that are physically separated from vehicular traffic lanes.
- Class II – Bike Lane: striped and stenciled lane with signage for one-way bicycle travel on a portion of a roadway.
- Class III – Bike Route: provide for shared use with motorized vehicular traffic and identified by signage or pavement markings.
- Bicycle Boulevard: local streets enhanced with traffic calming or other treatments and signage/pavement markings to facilitate safe and convenient bicycle travel.
- Cycle Track: barrier- or buffer-separated exclusive lane for one-way bicycle travel within roadways.

There are approximately 511 miles of existing facilities with the majority being Bike Lanes. The recommended bicycle network includes recommendations for an additional 595 miles of bicycle facilities, for a future network totaling almost 1,090 miles.

Bicycle Projects. The following types of projects are included in the BMP Update:

- Bikeways (bikeway types are grouped in the PEIR into three categories, including on-street without widening, on-street with widening, and off street)
- Bike Parking (e.g., bike racks, on-street bike corrals, bike oases, bike stations)
- End-of-Trip Facilities (e.g., restrooms, changing rooms, showers, and storage)
- Maintenance (e.g., road and sign repair, clearing plant overgrowth and debris, sweeping, graffiti removal)
- Bicycle Signal Detection (e.g., bicycle loop detectors, pavement stencils)
- Signage and Striping (e.g., warning, wayfinding, identification)
- Multi-modal Connections (e.g., improving bicycle access to transit stops, providing secure bicycle parking at transit stops)

The 40 highest priority bicycle projects are identified and described in the BMP Update. These projects total approximately 60 miles of bikeways of various types located throughout the City, with segments as far south as San Ysidro Boulevard and as far north as Mira Mesa Boulevard. The BMP Update notes that the list of projects may change over time due to changing bicycle patterns, implementation opportunities and constraints, and the development of other transportation system facilities. The BMP Update does not provide specific locations of end-of-trip facilities, but the City plans to identify future amenity locations as the Municipal Code is enforced on individual development projects.

Bicycle Policies. The BMP Update augments the City 2008 General Plan Mobility Element policies with additional policies to further enhance the state of bicycling in San Diego. Most of the policies are from the 2002 BMP. Policies that could result in physical changes include the following:

- Develop a bikeway network that is continuous, closes gaps in the existing system, improves safety, and serves important destinations. (Policy 2.a.)
- Consider use of shared lane markings, also known as "Sharrows" to provide guidance to bicyclists and motorists on roadways that are too narrow for Class II Bike Lanes. (Policy 3.e.)
- Provide high volume bicycle parking facilities where demand is high. (Policy 4.c.)
- Include bikeways as part of future light-rail or Bus Rapid Transit corridors with exclusive right-of-way. (Policy 5.a.)
- Support connections to regional multi-use trails such as the Bayshore Bikeway, the Coastal Rail Trail, and the San Diego River Trail. (Policy 8.f.)
- Undertake routine maintenance of bikeway facilities, such as sweeping streets, bike lanes, and paths. This will include paint and striping, signage, pavement surface maintenance, tree trimming, and other facets of maintaining the operational integrity of the bikeway network. (Policy 9.b.i.)

Bicycle Programs. Bicycle program recommendations were developed to accomplish education, enforcement, encouragement, and monitoring and evaluation. Goals of the programs include educating people about bicyclists' rights and responsibilities and safe bicycle operation, connecting current and future bicyclists to existing resources, encouraging residents to bicycle more frequently, and monitoring the performance of the bicycle system and programs. Encouragement programs are especially important in achieving the benefits of reduced traffic congestion and air pollution that can result from having people shift from driving to bicycling. Specific encouragement programs in the BMP Update are the following:

- Bicycle Friendly Business Program
- Bicycle Friendly Communities
- Bike Commuter Challenge Program
- Sunday Parkways
- Bicycling Information Website
- Bike-to-Work and Bike-to-School Days

## **PEIR PURPOSE AND INTENT**

A PEIR is a first-tier document prepared for an agency program or series of actions that can be characterized as one large project. PEIRs generally analyze broad environmental effects of the program with the acknowledgement that site-specific environmental review may be required for particular aspects of portions of the program when those aspects are proposed for implementation. The objective is not to simply describe and document an impact, but to identify mitigation measures or project alternatives to substantially reduce significant adverse environmental impacts. The adequacy of the PEIR will depend greatly on the thoroughness of this effort.

The PEIR must be written in an objective, clear, and concise manner, in plain language. The PEIR should use graphics to replace extensive word descriptions and to assist in clarification. Conclusions must be supported with quantitative, as well as qualitative information, to the extent feasible.

## **PEIR CONTENT**

Prior to public review, EAS will prepare Conclusions to be attached at the front of the Draft PEIR (DPEIR), but these cannot be prepared until an approved draft has been submitted to the City. The PEIR shall include a title page including Project/State Clearinghouse numbers and the date of publication. The entire PEIR must be left justified and shall include a table of contents and an executive summary of the following sections:

### **1. INTRODUCTION**

Introduce the purpose of the BMP Update with a brief discussion of the intended use and purpose of the PEIR. Discuss how the PEIR may be used as the basis for subsequent approvals and/or subsequent environmental documents for subsequent bikeway projects, as appropriate; and describe the parameters for such future use of the PEIR. Describe and/or incorporate by reference any previously certified environmental documents that address elements of the BMP Update.

### **2. ENVIRONMENTAL SETTING**

Provide a generalized discussion of the physical features which characterize the City of San Diego, including biological resources, geology, and other relevant information. As required by the City's CEQA Guidelines, also discuss in this section the project's general effect on public facilities, such as police and fire services.

### **3. PROJECT DESCRIPTION**

Per CEQA Guideline Section 15124, discuss the goals and objectives and major features of the BMP Update. Describe all the discretionary actions involved in initial approval and implementation of the BMP Update.

In describing bikeways, group facilities into general categories to simplify the environmental analysis for those issues related to physical disturbance. The first level of grouping will be by "on-street" and "off-street." The on-street category will be further broken down into bikeways which are not anticipated to require any widening of existing roadways ("On-street without Widening") and those that may result in widening ("On-street with Widening").

### **4. HISTORY OF PROJECT CHANGES**

Chronicle the changes made during the BMP Update process in response to

environmental concerns raised regarding the network, projects, policies and programs.

## 5. ENVIRONMENTAL IMPACT ANALYSIS

This section shall analyze those environmental issues identified in the Initial Study as having a potential for adverse environmental impacts.

Address each issue area separately and include the following subsections: Existing Conditions; Impacts; Significance of Impacts; and, Mitigation, Monitoring and Reporting. The PEIR must include a complete discussion of the existing conditions, thresholds, impact analysis, significance, and mitigation for all of the environmental issue sections. The PEIR must represent the independent analysis of the Lead Agency.

To the degree the information remains relevant, the discussion of existing conditions may rely on information contained in the 2008 General Plan Update PEIR. When information from this document is used, include a statement confirming the continued applicability of the information taken from the General Plan Update PEIR.

Clearly identify issue statements and significance criteria at the beginning of each Impacts section. The City's current CEQA Significance Determination Thresholds (2011) are to be used to establish significant effect unless otherwise directed by the City.

In general, discuss all potential direct and indirect impacts associated with each environmental issue area listed below. The PEIR will be prepared by using existing available information and the level of analysis to be included in the Impacts section will be programmatic. Although the BMP Update includes 40 project-specific bikeway proposals, specific analysis of these proposals is not available due to the lack of sufficient detail on each of these facilities, which have not been fully designed, What is identified th the general location and components. Additional CEQA review will be required for each facility before implementation. Discuss impacts in terms of the general bikeway categories identified earlier in the discussion of the Project Description section. Where the potential exists for a significant impact, describe the impacts as potentially significant.

In each environmental issue section, clearly identify and discuss mitigation measures to avoid or substantially lessen impacts. To the extent possible for each mitigation measure, identify what must be done, who is responsible for implementation, and when the mitigation measure is to be implemented. In light of the programmatic level of analysis, include specific performance criteria to help determine when mitigation would be required and to confirm its effectiveness. Also discuss the ultimate outcome after mitigation (i.e., significant but mitigated, significant and unmitigated).

If other potentially significant issue areas arise during detailed environmental investigation of the BMP Update, consultation with DSD is required to determine if these areas need to be added to the PEIR. As supplementary information is required, the PEIR may also need to be expanded.

## **5.1 Biological Resources**

- Issue 1:** Would the project result in a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS)?
- Issue 2:** Would the project result in a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFG or USFWS?
- Issue 3:** Would the project result in a substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means?
- Issue 4:** Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites?
- Issue 5:** Would the project result in a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan, either within the MSCP plan area or in the surrounding region?
- Issue 6:** Would the project introduce a land use within an area adjacent to the MHPA that would result in adverse edge effects?
- Issue 7:** Would the project result in a conflict with any local policies or ordinances protecting biological resources?
- Issue 8:** Would the project introduce invasive species of plants into a natural open space area?

Include in this section an overview of biological resources found within the City. Relying on the vegetation mapping completed in the course of preparing the Multiple Species Conservation Plan (MSCP), include a map showing the general vegetation types within the City. Identify sensitive plant and animal species found within the various vegetation communities. In addition, describe regional conservation plans and policies protecting biological resources. In particular, discuss the implications of the MSCP including Multi-Habitat Planning Area (MHPA) designations and Land Use Adjacency Guidelines. To facilitate the impact analysis, superimpose the proposed bikeways onto the general vegetation maps. Keep the impacts discussion generic in nature due to the

lack of specific disturbance associated with proposed bikeways. In addition, provide a consistency analysis with regional biological resource conservation plans and policies.

Direct impacts are expected to be generally related to the On-street With Widening and Off-street bikeway categories, as these bikeways could impact adjacent biological resources. Discuss indirect impacts relative to short- and long-term impacts. Short-term indirect impacts (normally temporary in nature) shall focus on construction effects (e.g., noise, lighting and dust). Long-term indirect impacts shall focus on an increased human presence adjacent to biological resources. Mitigation measures for direct impacts may include, but not necessarily limited to: (1) contributions to the City's Habitat Acquisition Fund, (2) habitat restoration, (3) habitat acquisition, and/or (4) use of mitigation credits. Mitigation for indirect impacts related to construction may include conformance with the MHPA Land Use Adjacency Guidelines including measures including, but not necessarily limited to: (1) controlling lighting and noise during the breeding seasons of sensitive birds, and (2) dust control. Due to the inability to define the degree of impact and mitigation for specific bikeways, include a general mitigation measure which will require a detailed biology analysis whenever the potential exists for bikeway improvements to directly or indirectly affect sensitive biological resources.

## **5.2 Historical Resources (Archaeological Resources and Historic Resources)**

- Issue 1: Would the project result in an alteration, including the adverse physical or aesthetic effects and/or the destruction of a prehistoric or historic building (including an architecturally significant building), structure, or object or site?**
- Issue 2: Would the project result in an impact to existing religious or sacred uses within the potential impact area?**
- Issue 3: Would the project disturb any human remains, including those interred outside of formal cemeteries?**

Include in this section an overview of the pre-historic and historical periods associated with the City. Describe potentially significant historic resources including the contexts with which they are most likely to occur. However, do not locate and discuss specific historic resources. Describe regulations and policies governing historical resources. Focus the discussion of significant impacts on the On-street With Widening and Off-street bikeway categories. Identify the potential for below-ground impacts to buried historical and/or pre-historic resources. In addition, discuss the potential for above-ground historical features (e.g., sidewalk date stamps) to be impacted. Due to the inability to define the degree of impact and mitigation for specific bikeways, include a general mitigation measure which will require a detailed historical analysis in accordance with the City's CEQA Significance Thresholds and Historical Resources Guidelines whenever the potential exists for bikeway improvements to directly or indirectly affect a potentially significant historical resource.

### **5.3 Transportation/Circulation/Parking**

- Issue 1:** Would the project result in an increase in projected traffic which is substantial in relation to the existing traffic load and capacity of the street system?
- Issue 2:** Would the project result in the addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp?
- Issue 3:** Would the project result in substantial alterations to present circulation movements including effects on existing public access to beaches, parks, or other open space areas?
- Issue 4:** Would the project result in an increase in traffic hazards for motor vehicles, bicyclists or pedestrians due to a proposed, non-standard design feature (e.g., poor sight distance or driveway onto an access-restricted roadway)?
- Issue 5:** Would the project conflict with adopted policies, plans or programs supporting alternative transportation models (e.g., bus turnouts, bicycle racks)?
- Issue 6:** Would the project result in traffic generation in excess of specific community plan allocation?
- Issue 7:** Would the project result in diminished level of service (LOS), primarily related to the elimination of travel and/or turn lanes.

In this section, provide background information on the City's street classifications and LOS definitions. Include a general map of the City's major roadways. As no City-wide information exists relative to the general LOS on the City's street system, do not include this information. Divide the discussion of impacts into short- and long-term. Short-term effects shall deal with disruption of automobile traffic flow related to construction (e.g., periodic lane closures). Long-term effects shall address issues related to diminished levels of service (LOS), and safety (motorists, pedestrians and bicyclists). Make the discussion of the LOS impacts qualitative in nature given the absence of information on bikeway improvements relative to specific roadways. Sources of diminished LOS are expected to be primarily related to the elimination of travel and/or turn lanes. Mitigation for short-term automobile traffic impacts may entail the preparation and implementation of traffic control plans. Mitigation for long-term impacts may include actions such as restriping and roadway widening. Due to the inability to define the degree of impact and mitigation for specific bikeways, include a general mitigation measure which will require a traffic analysis whenever certain conditions could result from a proposed bikeway (e.g., elimination of a travel or turn lane).

#### **5.4 Visual Quality/Neighborhood Character**

- Issue 1:** Would the project result in a substantial obstruction of any vista or scenic view from a public viewing area as identified in the community plan?
- Issue 2:** Would the project result in the creation of a negative aesthetic site or project?
- Issue 3:** Would the project result in project bulk, scale, materials, or style which would be incompatible with surrounding development?
- Issue 3:** Would the project result in a substantial alteration to the existing or planned character of the area, such as could occur with the construction of a subdivision in a previously undeveloped area?
- Issue 4:** Would the project result in the loss of any distinctive or landmark tree(s), or stand of mature trees as identified in the community plan?
- Issue 5:** Would the project result in a substantial change in the existing landform?
- Issue 6:** Would the project result in substantial light or glare which would adversely affect daytime or nighttime view in the area?

In this section, provide an overview of the scenic resources associated with the City (e.g., landforms and natural vegetation). Include a general description of the characteristics of the neighborhoods located throughout the City (e.g., urban, suburban and rural). Focus the impact discussion on the potential for bikeway construction to adversely affect the visual or neighborhood character through the loss of important landform features or landmarks (e.g., mature street trees). The focus of the analysis shall be on the On-street With Widening and Off-street bikeway categories, as these categories are most likely to impact features defining the local visual and neighborhood character. Focus mitigation measures on the redesign of bikeways to avoid visual or neighborhood character features and/or compensating for their loss (e.g., replanting street trees).

#### **5.5 Paleontological Resources**

- Issue 1:** Would the project require over 1,000 cubic yards of excavation in a high resource potential geologic deposit/formation/rock unit?
- Issue 2:** Would the project require over 2,000 cubic yards of excavation in a moderate resource potential geologic deposit/formation/rock unit?

In this section, include an overview of geologic deposits/formations/rock units within the City and their associated paleontological resource sensitivity. The PEIR should include a discussion of the potential to impact paleontological resources during project construction. The City's thresholds for monitoring include grading depths of 10 feet or

more and excavation of 1,000 or 2,000 cubic yards depending on the respective moderate or high sensitivity of the formational soils on-site. Due to the inability to define the degree of impact and mitigation for specific bikeways, include a general mitigation measure which will require an analysis in accordance with the City's CEQA Significance Thresholds whenever the potential exists for bikeway improvements to directly or indirectly affect a potentially significant paleontological resource.

## 6. CUMULATIVE EFFECTS

When this program is considered with other past, present, and reasonable foreseeable future projects, implementation could result in significant environmental changes, which are individually limited but cumulatively considerable. Therefore, in accordance with Section 15130 of the CEQA Guidelines, potential cumulative impacts must be discussed in a separate section of the PEIR. Focus the discussion of cumulative effects on impacts determined to be potentially significant and not mitigated to below a level of significance, and regional issues including air quality, biological resources, and GHG emissions.

## 7. MITIGATION MEASURES

Mitigation measures should be clearly identified and discussed. A Mitigation, Monitoring and Reporting Program (MMRP) for each issue area with significant impacts is mandatory and projected effectiveness must be assessed (i.e., all or some CEQA impacts would be reduced to below a level of significance, etc.). At a minimum, the MMRP should identify: 1) the department responsible for the monitoring; 2) the monitoring and reporting schedule; and 3) the completion requirements. In addition to separate issue area mitigation discussions, a consolidated, stand alone, verbatim, all issue area MMRP should also be included in the PEIR in a separate section and a duplicate separate copy must also be provided to EAS.

## 8. EFFECTS NOT FOUND TO BE SIGNIFICANT

Provide a discussion of the environmental issue areas that were determined not to be significant and describe the reasons for this determination. For the BMP Update, these should include Agricultural and Forest Resources, Air Quality, Energy, Geologic Conditions, Greenhouse Gas Emissions, Human Health and Public Safety, Hydrology and Water Quality, Land Use, Mineral Resources, Noise, Population and Housing, Public Services and Facilities, Public Utilities, and Recreation. If issues related to these areas or other potentially significant issues areas arise during the detailed environmental investigation of the program, consultation with EAS is recommended to determine if subsequent issues area discussion needs to be added to the PEIR. Additionally, as supplementary information is submitted, the PEIR may need to be expanded to include these or other additional use areas.

## 9. NEW INFORMATION/PROJECT AMENDMENTS

If the project description changes, and/or supplementary information becomes available, the PEIR may need to be expanded to include additional issue areas. This must be determined in consultation with EAS staff.

## 10. MANDATORY DISCUSSION AREAS

In accordance with CEQA Section 15126, the EIR must include a discussion of the following issue areas:

- A. Any significant environmental effects that cannot be avoided if the proposed program is implemented. Include impact threshold criteria used. Provide mitigation measures where appropriate; including triggers, details, responsible entities, and a monitoring and report schedule. Include a sentence on the significance of each impact area discussed, with effect of the proposed mitigation if appropriate. Do not include analysis in this sentence.
- B. Any significant irreversible environmental changes that would result from the implementation of the program.
- C. Growth-inducing impacts of the proposed project. The growth inducement analysis should discuss 1) whether additional bikeways would result in substantial growth inducement due to factors such as encouraging or accommodating economic or population growth or construction of additional housing, and 2) if the subsequent consequences (i.e., impacts to existing infrastructure, requirement of new facilities, roadways, etc.) of the growth inducing aspects of the program would create a significant and/or unavoidable impact, and provide for mitigation or avoidance. This section need not conclude that growth-inducing impacts, if any, are significant unless the program would induce substantial growth or concentration of population that would lead to significant environmental impacts.

## 11. ALTERNATIVES

The PEIR must place major attention on reasonable alternatives that avoid or mitigate the project's significant impacts. These alternatives should be identified and discussed in as much detail as feasible. The impact analysis of the alternatives should be qualitative. Due to the programmatic nature of the BMP Update, the analysis of alternatives will not consider alternate locations of individual bikeways.

The project and alternatives should consider the ability of each alternative to meet the project objectives while reducing significant environmental impacts. The following alternatives at a minimum must be considered:

- A. No Project/No New Bikeways

This alternative should assume that no new bicycle facilities are constructed beyond those presently in existence.

B. No Project/Implementation of Current Bicycle Master Plan

This alternative should assume that the City's bicycle network is implemented pursuant to the currently adopted 2002 BMP.

C. Other Project Alternatives

The PEIR shall consider other alternatives that are determined through the environmental review process that would reduce potentially significant environmental impacts. These alternatives will be determined in consultation with EAS staff prior to including them in the PEIR.

12. REFERENCES

Material must be reasonably accessible. Use the most up-to-date possible and reference source document.

13. INDIVIDUALS AND AGENCIES CONSULTED

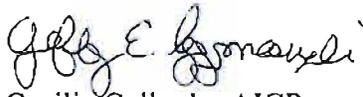
List those consulted in preparation of Draft PEIR. Seek out parties who would normally be expected to be a responsible agency or an interest in the project.

14. CERTIFICATION PAGE

Include City and Consulting staff members, titles and affiliations.

Until the Screencheck EIR is submitted, which addresses all of the above issues, the environmental processing timeline will be held in abeyance. Contact Jeff Szymanski (619) 446-5324 if you have any questions.

Sincerely,



Cecilia Gallardo, AICP  
Assistant Deputy Director  
Development Services Department



EDMUND G. BROWN JR.  
GOVERNOR

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



KEN ALEX  
DIRECTOR

**Notice of Preparation**

June 22, 2012

To: Reviewing Agencies

Re: Bike Master Plan  
SCH# 2012061075

Attached for your review and comment is the Notice of Preparation (NOP) for the Bike Master Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

**Jeffrey Szymanski**  
City of San Diego  
1222 First Avenue, MS-501  
San Diego, CA 92101

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely

Scott Morgan  
Director, State Clearinghouse

Attachments  
cc: Lead Agency

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2012061075  
**Project Title** Bike Master Plan  
**Lead Agency** San Diego, City of

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**Type** **NOP** Notice of Preparation

**Description** The proposed project consists of an update to the 2002 City of San Diego (City) Bicycle Master Plan (BMP). The purpose of the BMP Update is to serve as a policy document to guide the development and maintenance of the City's bicycle network. The BMP Update builds on the City's 2002 BMP, presenting a renewed vision that is closely aligned with the City's 2008 General Plan. The BMP Update provides direction for expanding the existing bikeway network, connecting gaps, providing for improved local and regional connectivity, and encouraging bicycling as a transportation mode. The BMP Update includes a bicycle network with related bicycle projects, policies, and programs.

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**Lead Agency Contact**

**Name** Jeffrey Szymanski  
**Agency** City of San Diego  
**Phone** (619) 446-5324  
**email**  
**Address** 1222 First Avenue, MS-501  
**City** San Diego  
**Fax**  
**State** CA **Zip** 92101

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**Project Location**

**County** San Diego  
**City**  
**Region**  
**Cross Streets** Citywide  
**Lat / Long**  
**Parcel No.**  
**Township**

**Range**

**Section**

**Base**

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**Proximity to:**

**Highways**  
**Airports**  
**Railways**  
**Waterways**  
**Schools**  
**Land Use** Open Space

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**Project Issues** Aesthetic/Visual; Archaeologic-Historic; Biological Resources; Traffic/Circulation; Vegetation; Wetland/Riparian; Cumulative Effects

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**Reviewing Agencies** Resources Agency; California Coastal Commission; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; Caltrans, Division of Transportation Planning; Caltrans, District 11; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 9

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**Date Received** 06/22/2012      **Start of Review** 06/22/2012      **End of Review** 07/23/2012

Resources Agency

- Resources Agency  
Nadell Gayou
- Dept. of Boating & Waterways  
Nicole Wong
- California Coastal Commission  
Elizabeth A. Fuchs
- Colorado River Board  
Gerald R. Zimmerman
- Dept. of Conservation  
Elizabeth Carpenter
- California Energy Commission  
Eric Knight
- Cal Fire  
Dan Foster
- Central Valley Flood Protection Board  
James Herota
- Office of Historic Preservation  
Ron Parsons
- Dept of Parks & Recreation  
Environmental Stewardship Section
- California Department of Resources, Recycling & Recovery  
Sue O'Leary
- S.F. Bay Conservation & Dev't. Comm.  
Steve McAdam
- Dept. of Water Resources Resources Agency  
Nadell Gayou

Fish and Game

- Depart. of Fish & Game  
Scott Flint  
Environmental Services Division
- Fish & Game Region 1  
Donald Koch

- Fish & Game Region 1E  
Laurie Harnsberger
- Fish & Game Region 2  
Jeff Drongesen
- Fish & Game Region 3  
Charles Armor
- Fish & Game Region 4  
Julie Vance
- Fish & Game Region 5  
Leslie Newton-Read  
Habitat Conservation Program
- Fish & Game Region 6  
Gabrina Gatchel  
Habitat Conservation Program
- Fish & Game Region 6 I/M  
Brad Henderson  
Inyo/Mono, Habitat Conservation Program
- Dept. of Fish & Game M  
George Isaac  
Marine Region

Other Departments

- Food & Agriculture  
Sandra Schubert  
Dept. of Food and Agriculture
- Depart. of General Services  
Public School Construction
- Dept. of General Services  
Anna Garbeff  
Environmental Services Section
- Dept. of Public Health  
Bridgette Binning  
Dept. of Health/Drinking Water
- Delta Stewardship Council  
Kevan Samsam

Independent Commissions, Boards

- Delta Protection Commission  
Michael Machado
- Cal EMA (Emergency Management Agency)  
Dennis Castrillo

Business, Trans & Housing

- Caltrans - Division of Aeronautics  
Philip Crimmins
- Caltrans - Planning  
Terri Pencovic
- California Highway Patrol  
Suzann-Ikeuchi  
Office of Special Projects
- Housing & Community Development  
CEQA Coordinator  
Housing Policy Division

Dept. of Transportation

- Caltrans, District 1  
Rex Jackman
- Caltrans, District 2  
Marcelino Gonzalez
- Caltrans, District 3  
Bruce de Terra
- Caltrans, District 4  
Lisa Carboni
- Caltrans, District 5  
David Murray
- Caltrans, District 6  
Michael Navarro
- Caltrans, District 7  
Dianna Watson

- Native American Heritage Comm.  
Debbie Treadway
- Public Utilities Commission  
Leo Wong
- Santa Monica Bay Restoration  
Guangyu Wang
- State Lands Commission  
Jennifer Deleong
- Tahoe Regional Planning Agency (TRPA)  
Cherry Jacques

- Caltrans, District 8  
Dan Kopulsky
- Caltrans, District 9  
Gayle Rosander
- Caltrans, District 10  
Tom Dumas
- Caltrans, District 11  
Jacob Armstrong
- Caltrans, District 12  
Marlon Regisford

Cal EPA

Air Resources Board

- Airport/Energy Projects  
Jim Lerner
- Transportation Projects  
Douglas Ito
- Industrial Projects  
Mike Tollstrup
- State Water Resources Control Board  
Regional Programs Unit  
Division of Financial Assistance
- State Water Resources Control Board  
Student Intern, 401 Water Quality Certification Unit  
Division of Water Quality
- State Water Resources Control Board  
Phil Crader  
Division of Water Rights
- Dept. of Toxic Substances Control  
CEQA Tracking Center
- Department of Pesticide Regulation  
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- RWQCB 1  
Cathleen Hudson  
North Coast Region (1)
- RWQCB 2  
Environmental Document Coordinator  
San Francisco Bay Region (2)
- RWQCB 3  
Central Coast Region (3)
- RWQCB 4  
Teresa Rodgers  
Los Angeles Region (4)
- RWQCB 5S  
Central Valley Region (5)
- RWQCB 5F  
Central Valley Region (5)  
Fresno Branch Office
- RWQCB 5R  
Central Valley Region (5)  
Redding Branch Office
- RWQCB 6  
Lahontan Region (6)
- RWQCB 6V  
Lahontan Region (6)  
Victorville Branch Office
- RWQCB 7  
Colorado River Basin Region (7)
- RWQCB 8  
Santa Ana Region (8)
- RWQCB 9  
San Diego Region (9)

- Other \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- Conservancy

**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-6251  
Fax (916) 657-5390  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)  
[ds\\_nahc@pacbell.net](mailto:ds_nahc@pacbell.net)



June 27, 2012

Mr. Jeffrey Srymanski, Environmental Planner

**City of San Diego**

1222 First Avenue, MS-501  
San Diego, CA 92101

Re: SCH#2012061075; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the "Bike Master Plan Project"; located one-half mile south of the City of Goleta; Santa Barbara County, California.

Dear Mr. Srymanski:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3<sup>rd</sup> 604).

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

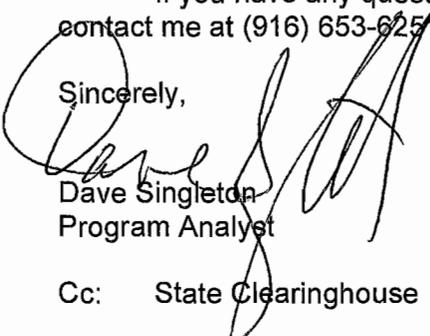
The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC did conduct a Sacred Lands File (SLF) search within the 'area of potential effect (APE)' and Native American cultural resources were not identified in the project area specified.

The NAHC "Sacred Sites," as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r ).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the attached list of Native American

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

Sincerely,



Dave Singleton  
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

## Native American Contacts

San Diego County

June 27, 2012

Ewiiapaayp Tribal Office  
Robert Pinto Sr., Chairperson  
4054 Willows Road Diegueno/Kumeyaay  
Alpine, CA 91901  
wmicklin@leaningrock.net  
(619) 445-6315 - voice  
(619) 445-9126 - fax

Viejas Band of Kumeyaay Indians  
Anthony R. Pico, Chairperson  
PO Box 908 Diegueno/Kumeyaay  
Alpine, CA 91903  
jrothau@viejas-nsn.gov  
(619) 445-3810  
(619) 445-5337 Fax

La Posta Band of Mission Indians  
Gwendolyn Parada, Chairperson  
PO Box 1120 Diegueno/Kumeyaay  
Boulevard, CA 91905  
gparada@lapostacasino.  
(619) 478-2113  
619-478-2125

Kumeyaay Cultural Historic Committee  
Ron Christman  
56 Viejas Grade Road Diegueno/Kumeyaay  
Alpine, CA 92001  
(619) 445-0385

San Pasqual Band of Mission Indians  
Allen E. Lawson, Chairperson  
PO Box 365 Diegueno  
Valley Center, CA 92082  
allenl@sanpasqualband.com  
(760) 749-3200  
(760) 749-3876 Fax

Campo Band of Mission Indians  
Ralph Goff, Chairperson  
36190 Church Road, Suite 1 Diegueno/Kumeyaay  
Campo, CA 91906  
chairgoff@aol.com  
(619) 478-9046  
(619) 478-5818 Fax

Sycuan Band of the Kumeyaay Nation  
Danny Tucker, Chairperson  
5459 Sycuan Road Diegueno/Kumeyaay  
El Cajon, CA 92019  
ssilva@sycuan-nsn.gov  
619 445-2613  
619 445-1927 Fax

Jamul Indian Village  
Chairperson  
P.O. Box 612 Diegueno/Kumeyaay  
Jamul, CA 91935  
jamulrez@sctdv.net  
(619) 669-4785  
(619) 669-48178 - Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2012061075; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Bike Master Plan Project; located in the City of San Diego; San Diego County, California.

## Native American Contacts

San Diego County

June 27, 2012

Mesa Grande Band of Mission Indians  
Mark Romero, Chairperson  
P.O Box 270 Diegueno  
Santa Ysabel, CA 92070  
mesagrandeband@msn.com  
(760) 782-3818  
(760) 782-9092 Fax

Ewiiapaayp Tribal Office  
Will Micklin, Executive Director  
4054 Willows Road Diegueno/Kumeyaay  
Alpine, CA 91901  
wmicklin@leaningrock.net  
(619) 445-6315 - voice  
(619) 445-9126 - fax

Kwaaymii Laguna Band of Mission Indians  
Carmen Lucas  
P.O. Box 775 Diegueno -  
Pine Valley, CA 91962  
(619) 709-4207

Ewiiapaayp Tribal Office  
Michael Garcia, Vice Chairperson  
4054 Willows Road Diegueno/Kumeyaay  
Alpine, CA 91901  
michaelg@leaningrock.net  
(619) 445-6315 - voice  
(619) 445-9126 - fax

Inaja Band of Mission Indians  
Rebecca Osuna, Spokesperson  
2005 S. Escondido Blvd. Diegueno  
Escondido, CA 92025  
(760) 737-7628  
(760) 747-8568 Fax

Ipai Nation of Santa Ysabel  
Clint Linton, Director of Cultural Resources  
P.O. Box 507 Diegueno/Kumeyaay  
Santa Ysabel, CA 92070  
cjlinton73@aol.com  
(760) 803-5694  
cjlinton73@aol.com

Kumeyaay Cultural Repatriation Committee  
Steve Banegas, Spokesperson  
1095 Barona Road Diegueno/Kumeyaay  
Lakeside, CA 92040  
sbenegas50@gmail.com  
(619) 742-5587  
(619) 443-0681 FAX

Santa Ysabel Band of Diegueno Indians  
Rodney Kephart, Environmental Coordinator  
PO Box 130 Diegueno  
Santa Ysabel, CA 92070  
syirod@aol.com  
(760) 765-0845

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2012061075; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Bike Master Plan Project; located in the City of San Diego; San Diego County, California.

**Native American Contacts**  
San Diego County  
June 27, 2012

Sycuan Band of the Kumeyaay Nation  
Sydney Morris, Environmental Coordinator  
5459 Sycuan Road Diegueno/Kumeyaay  
El Cajon , CA 92019  
smorris@sycuan-nsn.gov  
(619) 445-2613  
(619) 445-1927-Fax

Manzanita Band of the Kumeyaay Nation  
Leroy J. Elliott, Chairperson  
P.O. Box 1302 Diegueno/Kumeyaay  
Boulevard , CA 91905  
ljbirdsinger@aol.com  
(619) 766-4930  
(619) 766-4957 - FAX

Inter-Tribal Cultural Resource Protection Council  
Frank Brown, Coordinator  
240 Brown Road Diegueno/Kumeyaay  
Alpine , CA 91901  
frankbrown6928@gmail.com  
(619) 884-6437

Kumeyaay Cultural Repatriation Committee  
Bernice Paipa, Vice Spokesperson  
1095 Barona Road Diegueno/Kumeyaay  
Lakeside , CA 92040  
(619) 478-2113  
(KCRC is a Colation of 12  
Kumeyaay Governments

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2012061075; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Bike Master Plan Project; located in the City of San Diego; San Diego County, California.

## PUBLIC UTILITIES COMMISSION

320 WEST 4<sup>TH</sup> STREET, SUITE 500  
LOS ANGELES, CA 90013



June 28, 2012

Jeffrey Szymanski  
City of San Diego  
1222 First Avenue, MS-501  
San Diego, CA 92101

Dear Mr. Szymanski:

Re: San Diego Bike Master Plan, SCH# 2012061075

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

The Commission's Rail Crossings Engineering Section (RCES) is in receipt of the *Notice of Preparation* from the State Clearinghouse for the Bike Master Plan project. The proposed project consists of an update to the 2002 City of San Diego Bicycle Master Plan. The update will serve as a policy document to guide the development and maintenance of the City's bicycle network. RCES recommends that the plan include language to consider impacts and mitigation measures addressing safety issues when any bicycle system development proposals are adjacent to, near or over the railroad/light rail right-of-way.

For example, the creation of a bike path adjacent to or over a highway-rail crossing would greatly change the characteristics of a crossing and the crossing would need to be evaluated to mitigate any possible safety impacts the bike path might have on the crossing. Please provide RCES staff with any proposed bike paths adjacent to, near or over highway-rail crossings.

If you have any questions in this matter, please contact Ken Chiang, Utilities Engineer at 213-576-7076, [ykc@cpuc.ca.gov](mailto:ykc@cpuc.ca.gov), or me at [rxm@cpuc.ca.gov](mailto:rxm@cpuc.ca.gov), 213-576-7078.

Sincerely,

A handwritten signature in black ink, appearing to be "Rosa Muñoz".

Rosa Muñoz, PE  
Senior Utilities Engineer  
Rail Crossings Engineering Section  
Consumer Protection & Safety Division

C: State Clearinghouse



# San Diego County Archaeological Society, Inc.

Environmental Review Committee

2 July 2012

To: Mr Jeffrey Szymanski  
Development Services Department  
City of San Diego  
1222 First Avenue, Mail Station 501  
San Diego, California 92101

Subject: Notice of Preparation of a Draft Program Environmental Impact Report  
San Diego Bicycle Master Plan Update

Dear Mr. Szymanski:

Thank you for the Notice of Preparation for the subject project, received by this Society last month.

We are pleased to note the inclusion of historical resources in the list of subject areas to be addressed in the DEIR, and look forward to reviewing it during the upcoming public comment period. To that end, please include us in the distribution of the DEIR, and also provide us with a copy of the cultural resources technical report(s).

SDCAS appreciates being included in the City's environmental review process for this project.

Sincerely,

  
James W. Royle, Jr., Chairperson  
Environmental Review Committee

cc: SDCAS President  
File

***San Diego County  
Bicycle Coalition***

740 13th Street, Suite 502  
San Diego, CA 92101

T 858-487-6063

<http://www.sdcbc.org>

Jeff Szymanski  
City of San Diego, Development Services Department  
1222 First Avenue, MS 501,  
San Diego, CA 92101

July 10, 2012

Dear Mr. Szymanski,

The San Diego County Bicycle Coalition (SDCBC) is providing these comments on the scope of the environmental document for the San Diego Bicycle Master Plan Update. The SDCBC advocates for and protects the rights of all people who ride bicycles. We promote bicycling as a mainstream, safe and enjoyable form of transportation and recreation.

The San Diego Bicycle Master Plan Update envisions a network of more than 1,000 miles of Class I, II and III bikeways as well as other improvements. The overall project as envisioned will enhance transportation and recreational opportunities throughout the city and provide key connections in the region. The Programmatic EIR for the Bicycle Master Plan Update should be structured to minimize any additional environmental review for bikeways included in the Plan.

Significant impacts should be identified in the context that cycling is one of the most environmentally friendly forms of transportation. Specifically, transportation section 5.3 issue #7 calls out reduction of level of services (LOS) for automobiles as a significant impact. SDCBC encourages the City to consider the overall level of service that a road provides for all users, including bicycles, pedestrians, transit riders and passenger vehicles, when evaluating any impact.

Thank you for your consideration for these comments and we look forward to review the Draft EIR.

Sincerely,



Kevin C. Wood  
Chair, San Diego County Bicycle Coalition



## Department of Toxic Substances Control

*Matthew Rodriguez*  
Secretary for  
Environmental Protection

*Deborah O. Raphael, Director*  
5796 Corporate Avenue  
Cypress, California 90630

*Edmund G. Brown Jr.*  
Governor

July 17, 2012

Mr. Jeff Szymanski  
City of San Diego Development Services Department  
1222 First Avenue, MS 501  
San Diego, California 92101

### NOTICE OF PREPARATION (NOP) OF A PROGRAM ENVIRONMENTAL REPORT FOR THE 2002 CIRT OF SAN DIEGO BICYCLE MASTER PLAN UPDATE PROJECT (SCH#), SAN DIEGO COUNTY

Dear Mr. Szymanski:

The Department of Toxic Substances Control (DTSC) has received your submitted Notice of Preparation of a Program Environmental Impact Report (EIR) for the above-mentioned project. The following project description is stated in your document: "The proposed project consists of an update to the 2002 City of San Diego (City) Bicycle Master Plan (BMP). The BMP Update provides direction for expanding the existing bikeway network, connecting gaps, providing for improved local and regional connectivity, and encouraging bicycling as a transportation mode. The BMP Update includes a bicycle network with related bicycle projects, policies, and programs. There are approximately 511 miles of existing bikeway facilities with the majority being Bike Lanes. The recommended bicycle network includes recommendations for an additional 595 miles of bicycle facilities, for a future network totaling almost 1,090 miles. The BMP Update also recommends bicycle programs to accomplish education, enforcement, encouragement, and monitoring and evaluation. The project area for the BMP Update includes the jurisdictional boundaries of the City of San Diego, which encompasses approximately 337 square miles. There are more than 50 Community Planning Areas within the City boundaries, and the BMP Updates has considered the existing facilities and future desires of each in developing recommendations. The 40 highest priority bicycle projects are identified and described in the BMP Update. ."

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

- 1) The EIR should evaluate whether conditions within the Project area may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:

- National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
  - EnviroStor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
  - EnviroStor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
  - Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
  - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
  - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
  - GeoTracker: A List that is maintained by Regional Water Quality Control Boards.
  - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
  - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).
- 2) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site within the proposed Project area that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents.
- 3) Any environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in

which hazardous substances were found above regulatory standards should be clearly summarized in a table. All closure, certification or remediation approval reports by regulatory agencies should be included in the EIR.

- 4) If buildings, other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should also be conducted for the presence of other hazardous chemicals, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.
- 5) Future project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination.
- 6) Human health and the environment of sensitive receptors should be protected during any construction or demolition activities. If necessary, a health risk assessment overseen and approved by the appropriate government agency should be conducted by a qualified health risk assessor to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.
- 7) If the project site was used for agricultural, livestock or related activities, onsite soils and groundwater might contain pesticides, agricultural chemical, organic waste or other related residue. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project.
- 8) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.

Mr. Jeff Szymanski  
July 17, 2012  
Page 4

- 9) DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see [www.dtsc.ca.gov/SiteCleanup/Brownfields](http://www.dtsc.ca.gov/SiteCleanup/Brownfields), or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

If you have any questions regarding this letter, please contact Rafiq Ahmed, Project Manager, at [rahmed@dtsc.ca.gov](mailto:rahmed@dtsc.ca.gov), or by phone at (714) 484-5491.

Sincerely,



Rafiq Ahmed  
Project Manager  
Brownfields and Environmental Restoration Program

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

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

CEQA # 3603



July 20, 2012

Mr. Jeffrey Szymanski  
City of San Diego  
1222 First Avenue, MS-501  
San Diego, CA 92101

**Subject: Comments on the Notice of Preparation of a Program Environmental Impact Report (PEIR) for the Bicycle Master Plan, San Diego, CA (SCH# 2012031075)**

Dear Mr. Szymanski:

The Department of Fish and Game (Department) has reviewed the above-referenced Notice of Preparation (NOP) of a Program Environmental Impact Report (PEIR) for the Bicycle Master Plan for the City of San Diego (City) in the County of San Diego. The City has an approved Subarea Plan (SAP) and Implementing Agreement (IA) under the Subregional Multiple Species Conservation Program which is a State-approved Natural Community Conservation Plan. The proposed project consists of an update to the 2002 City of San Diego Bicycle Master Plan, which includes a bicycle network, related projects, policies, and programs. The Bicycle Master Plan covers segments as far south as San Ysidro Boulevard and as far north as Mira Mesa Boulevard.

The PEIR for the proposed plan must ensure and verify that all requirements and conditions for the SAP and IA are met. Issue areas in the PEIR that may be influenced by the SAP and IA include, "Land Use," "Visual Quality/Neighborhood Character," "Biological Resources," "Geologic Conditions," "Drainage/Urban Runoff/Water Quality," "Noise," "Air Quality," "Greenhouse Gas Emissions," and "Cumulative Effects." The PEIR should also address biological issues that are not addressed in the SAP and IA, such as specific impacts to and mitigation requirements for wetlands, sensitive species, and habitats that are not addressed by the SAP and IA. In addition, the environmental document should describe why the proposed project, irrespective of other alternatives to the project, is consistent with and appropriate in the context of the SAP.

Specifically, the Department encourages the City to design bicycle paths that do not bisect existing open space. Bicycle transport routes which bisect open space have potential implications for wildlife including but not limited to: edge effects, increased road kill, and lighting/noise impacts. Where such designs cannot be avoided, fencing, under-crossings, and signage are recommended to minimize impacts to open space and associated wildlife.

Mr. Jeffrey Szymanski  
July 20, 2012  
Page 2 of 2

Thank you for the opportunity to comment. Please contact Jennifer Edwards at (858) 467-2717 or via email at [jedwards@dfg.ca.gov](mailto:jedwards@dfg.ca.gov) if you would like to discuss this response to the NOP.

Sincerely,

A handwritten signature in blue ink that reads "Stephen M. Juarez" followed by a flourish.

Stephen M. Juarez  
Environmental Program Manager  
South Coast Region

cc: David Zoutendyk, U.S. Fish and Wildlife Service  
Scott Morgan (State Clearinghouse, Sacramento)

# RINCON BAND OF LUISEÑO INDIANS

## Culture Committee

Post Office Box 68 · Valley Center, CA 92082 ·  
(760) 297-2635 or (760) 297-2622 & Fax:(760) 297-2639



July 23, 2012

Jeff Szymanski  
City of San Diego Development Services Department  
1222 First Avenue  
MS 501  
San Diego, CA 92101  
Email: DSDEAS@sandiego.gov

Re: San Diego Bicycle Master Plan Update

Dear Jeff Szymanski:

This letter is written on behalf of the Rincon Band of Luiseño Indians, and is in response to the Public Notice of Preparation of a Program Environmental Impact Report of June 25, 2012 regarding the San Diego Bicycle Master Plan Update. A portion of the proposed project is located within the Aboriginal Territory of the Luiseño people, and is also within Rincon's historic boundaries; specifically, the areas identified in North San Diego give us concern.

We recommend that under Section 5.2 Historical Resources, adequate analysis be given to the potential impacts to Native American sacred sites and human remains mentioned in Issue 1, Issue 2, and Issue 3. Considering the significant amount of known archaeological resources in the local area of San Diego, we express our concern for the protection of existing cultural resources, and for any future inadvertent archaeological discoveries that could be made at the various project sites. We recommend avoidance of culturally significant sites; also, maintaining the confidentiality of such sites will ensure the preservation of important Luiseño and other Tribal cultural resources. Regarding the creation of future facilities, trails, or other construction, we recommend that you have a Native American Monitor present for all ground disturbance activities at project site locations. Additionally, we request that you would provide us with updates regarding the overall project.

If you have any questions, please contact (760) 297-2635.

Thank you for this opportunity to protect and preserve our cultural assets.

Sincerely,

A handwritten signature in black ink that reads "Rose Duro". The signature is written in a cursive, flowing style.

Rose Duro  
Rincon Culture Committee Chair

SHUTE, MIHALY  
& WEINBERGER LLP

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July 25, 2012

Via Email and US Mail

Jeff Szymanski  
City of San Diego Development Services  
Department  
1222 First Avenue, MS 501  
San Diego, CA 92101  
Email: DSDEAS@sandiego.gov

Re: Notice of Preparation of a Program Environmental Impact Report for  
the City of San Diego Bicycle Master Plan Update

Dear Mr. Szymanski:

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of a Program Environmental Impact Report (EIR) for the City of San Diego's Bicycle Master Plan Update ("BMP Update" or "Project"). These comments are being submitted on behalf of Friends of Rose Canyon (FRC).

While FRC supports master planning to encourage bicycling in San Diego, FRC is concerned about the potential adverse environmental impacts to Rose and Roselle Canyons caused by the proposed construction of Class 1 bike ways/bike paths through the Canyons. Given what the City has already recognized are the potential significant environmental impacts and high cost of the proposed bike paths through the Canyons, the availability of alternatives, and the low and medium priority the City assigns to these segments of the proposed Project, FRC respectfully requests that the City omit these segments from its final BMP Update.

The comments that follow are based on the information the City has provided to date, including the City's NOP, BMP Update, Coastal Rail Trail initial study (August 17, 2007 prepared by URS Corp.) ("CRT Initial Study"), and Coastal Rail Trail Preliminary Engineering Report (March 2008 prepared by URS Corp.) ("Engineering Report"); federal, state, and local law; and the environmental checklist form contained in the California Environmental Quality Act Guidelines, Appendix G.

**I. The Proposed Project Would Result in Significant Construction in Roselle and Rose Canyons.**

Although the BMP Update and NOP provide very little detail to inform the public, it appears that the proposed Project recommends including Segments 4 and 6 of the Coastal Rail Trail – primarily Class 1 bike paths through Roselle and Rose Canyons – in the City’s plan for bike route development. *See* BMP Update Figure 6-1 and Appendix H; *see also* BMP Update page 37.

Segment 4 of the Coastal Rail Trail through Roselle Canyon: According to the City’s Engineering Report, Segment 4 would begin with an about 6,000-foot Class 1 bike path traveling from East Gate Mall through Roselle Canyon to the Roselle Street cul-de-sac. The segment would continue with an about 1,000-foot Class 2 bike path connecting Roselle Street to the City’s Roselle Canyon Storage Yard.

The City’s Engineering Report explains that portions of the existing slope in this area are greater than ten percent, which well exceed the state’s recommendation for bike paths of no greater than five percent. Thus, the Report concludes that the segment would require “significant grading” as well as up to 40-foot-high retaining walls and bridge structures to add embankment to Roselle Canyon and/or cut into the Canyon hillside to create a “bench” for the bike path.

The City’s Engineering Report estimates that the cost of construction of Segment 4 could be over \$15 million.

Segment 6 of the Coastal Rail Trail through Rose Canyon: According to the City’s Engineering Report, Segment 6 would begin with an about 3,900-foot Class 1 bike path starting at the intersection of Judicial and Nobel Drive and travel “through the existing open space reserve” to the existing fire access road. The route would continue with a 1,440-foot Class 1 path to where the fire access road meets Nobel Drive. The Class 1 path would continue 2,080 feet to Genesee Avenue. The segment would construct a 9,900-foot Class 1 path to connect Genesee to the I-5/Gilman interchange. The segment also would construct three “alternate” access point.

The City’s Engineering Report concludes that Segment 6 would require grading, construction of three bridges and up to 25-foot high retaining walls in Rose Canyon, and drainage channel crossings.

The Engineering Report estimates that the cost of construction of Segment 6 would be \$17.092 million.

## **II. Construction of Class 1 Bike Paths in Rose and Roselle Canyons May Result in Significant Environmental Impacts.**

As the City has already recognized in the CRT Initial Study, the heavy construction associated with Segments 4 and 6 of the Coastal Rail Trail may result in significant environmental impacts to resources in Roselle and Rose Canyons. The City's proposal to include these same damaging segments in the BMP Update could likewise result in significant impacts. We describe below three categories of particularly troubling impacts but it is likely that these segments of the proposed Project would result in additional significant impacts to resources.

Biological Resources: If Segments 4 and 6 are included in the BMP Update, the proposed Project may result in significant environmental impacts to biological resources in Roselle and Rose Canyons. The Canyons contain numerous sensitive habitats and species. On-site vernal pools support the San Diego Fairy Shrimp. The Canyons contain coastal sage scrub, which provides habitat for the California gnatcatcher. Riparian, freshwater marsh, southern willow scrub, and numerous other special-status plants also occur on-site. Segment 4 and Segment 6 have the potential to adversely impact a regional wildlife corridor in Rose Canyon and to directly or indirectly affect migratory birds, nests, and eggs. The Draft EIR for the proposed Project must analyze these and other potentially significant impacts to biological resources in the Canyons.

Wetlands, Water Resources, and Hydrology: Segments 4 and 6 have the potential to impact several drainages qualifying as jurisdictional wetlands and waters of the United States, including Rose Creek, Los Penasquitos Lagoon, Soledad Canyon, and Los Penasquitos Creek. The substantial cut and fill associated with the grading and construction of Class 1 bike paths could result in hillside erosion and impacts to water quality. As described above, the Canyons also contain vernal pools, which may be affected by the proposed bike paths. The bike segments also would potentially impact the Rose Canyon Upland & Wetland Mitigation Project. The Draft EIR must describe these potential impacts of the proposed Project.

Aesthetics: The significant grading and upwards of 40-foot high retaining walls associated with Segment 4 and 6 in Roselle and Rose Canyons may have potentially significant visual impacts to these open space areas. As the City's CRT Initial Study recognizes, Rose Canyon is characterized by a rural feel, with expansive canyon views that provide an aesthetically pleasing recreation experience. The City has recognized that construction of Class 1 bike paths "will introduce a scale of development that does not currently exist [in this area]" and may negatively impact the visual quality of the area. The Draft EIR needs to analyze this source of significant impacts to visual/aesthetic resources.

### **III. Construction of Class 1 Bike Paths in Rose and Roselle Canyons Would Conflict with Federal Law.**

The proposed Project's recommendation to build Class 1 bike paths in Rose and Roselle Canyon would conflict with federal law. In enacting Section 4(f) of the Department of Transportation Act of 1966, Congress declared that "special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands [and] wildlife and waterfowl refuges . . . ." 49 U.S.C. § 303. As a means of realizing these broad goals, Congress specified two fundamental substantive mandates: (1) prohibiting federal agencies from approving transportation projects that require use of a public park, recreation area, or wildlife refuge unless there are no feasible and prudent alternatives to using such land; and (2) requiring transportation projects that use a public park, recreation area, or wildlife refuge to use all possible planning to minimize hard to the land. 49 U.S.C. § 303(c).

If the City includes Segments 4 and 6 of the Coastal Rail Trail in the BMP Update, the proposed Project would impact several open space/recreational areas that are protected under Section 4(f). In particular, Segment 4 would travel through the Multi-Habitat Planning Area (MHPA) located within Roselle Canyon. As the City's Engineering Report describes, Segment 6 would run "through the existing open space reserve," which presumably is in reference to the Rose Canyon Open Space Park. Segment 6 also appears to traverse the MHPA located within Rose Canyon.

Section 4(f) prohibits the City from engaging in construction of Class 1 bike paths in these protected areas unless the City can demonstrate there are no feasible and prudent alternatives to using such land, and the City has utilized all possible planning to minimize the harm to the Canyons. Because, as described below, there are feasible alternatives to construction in the Canyons that would result in fewer environmental impacts, the City would not be able to satisfy the requirements of Section 4(f).

### **IV. There Are Alternatives to Construction in Rose and Roselle Canyon; These Alternatives Must Be Discussed in the Draft EIR.**

The NOP suggests that "[d]ue to the programmatic nature of the BMP Update, the analysis of alternatives will not consider alternate locations of individual bikeways."

Regardless of whether the City styles its document a "program" EIR or a "project" EIR, the document must fully analyze the predictable effects of the decision under review. As the CEQA Guidelines explain, the degree of specificity in an EIR "will correspond to the degree of specificity involved in the underlying activity." 14 Cal. Code Regs. § 15146. While tiering allows an agency to avoid speculating, the practice "does not excuse the

lead agency from adequately analyzing reasonably foreseeable significant environmental effects of the project and does not justify deferring such analysis to a later tier EIR.” 14 Cal. Code Regs. § 15152(b). Rather, the point is to focus the agency on the “actual issues ripe for decision” at that time. *Id.*

Here, the BMP Update would approve particular and identifiable bike path routes, of specific and known lengths, and of pre-determined classifications. For example, Figure 6-1 shows in particular detail the specific location on the map of the bike paths included in the BMP Update. Table 6-1 identifies the precise number of miles of recommended bike paths under the BMP Update. Throughout the document, the BMP Update identifies the classification the City has selected for each bike path – Class 1, 2 or 3. Table 3-1 explains the particular infrastructure components associated with each of these classifications, which are further detailed in the California Highway Design Manual. Appendix H to the BMP Update identifies the bike path segments by name and, in the case of proposed Segments 4 and 6 in Roselle and Rose Canyon, by reference to the Coastal Rail Trail. As described above, the City has already completed preliminary engineering work for Segments 4 and 6 and certainly has sufficient information to describe, analyze the impacts of, and consider alternatives to these segments. In short, the level of detail with which the BMP Update identifies bike paths is sufficient to trigger project-level review and project-level consideration of alternatives to such bike paths.

Furthermore, the EIR must consider a reasonable range of alternatives regardless of whether it is a programmatic or project EIR. 14 Cal. Code Regs. § 15126.6. There are at least two alternative bike paths to Segment 4 and 6 which would achieve the same service/connection function with less environmental impact and at less cost to the City.

Caltrans Interstate 5/Genesee Avenue Interchange Project: Caltrans is currently underway with a project that will construct about three miles of Class 1 bike paths in both directions along I-5 from Roselle Street to Voigt Drive. The project will replace the existing Class III bike path along the southbound shoulder of the interstate. The project has received environmental clearance, design work is expected to be complete in 2012, and construction is expected to begin in early 2013.

As Caltrans explains, the project will provide a bicycle “link between the eastern and western sides of I-5 and would be consistent with planned multi-modal transportation facilities and goals in the Project area.” The project will provide a north-south link from Sorrento Valley to UCSD. According to Caltrans, there will be “three miles of bicycle paths in both directions from Roselle Street to Voigt Drive,” and the project will add “vital bicycle and pedestrian routes that link to transportation, employment centers, hospitals and UC San Diego.”

Caltrans prepared a Mitigated Negative Declaration for the project based on its conclusion that the any significant impacts of the project could be mitigated to a less than significant level. The City relied on the Caltrans document and reached the same conclusion when it approved certain funding for preliminary engineering for the project. Thus, the City has already concluded that this alternative bike path will not result in any significant environmental impact. As described above and as already recognized by the City in the CRT Initial Study, it is unlikely that the City will be able to reach the same conclusion regarding construction of Segments 4 and 6 in Roselle and Rose Canyon. The Caltrans project would appear to be environmentally superior to the BMP Update's current proposed "significant grading" and up to 40-foot high retaining walls and bridges in the Canyons.

UCSD Gilman Bicycle Path Connection: UCSD has released a Bicycle and Pedestrian Master Planning Study (enclosed) that proposes to construct a Class 1 bike path along Interstate 5 between Voigt and the future Gilman Drive bridge over the Interstate. UCSD ranks this project as one of its top five priorities under its Bicycle Master Plan. As UCSD explains, the project will connect the south end of the Caltrans project described above with the heart of the campus.

The Caltrans project in conjunction with the UCSD project will connect Sorrento Valley to the existing north-south bicycle network on Gilman Drive and Torrey Pines Road. Together the project will fill the existing north-south gap in high quality, safe bicycle routes for bike riders in the region.

The advanced status and high priority of these projects make the BMP Update's proposal to construct Segments 4 and 6 of the Coastal Rail Trail in Roselle and Rose Canyons unnecessary and expensive with the serious potential for significant environmental consequences. Furthermore, these viable alternatives, which do not impact open space and park lands, confirm that the City cannot meet the requirements under Section 4(f) of the Department of Transportation Act to build damaging transportation projects in Roselle and Rose Canyons.

## **Conclusion**

Thank you again for the opportunity to provide these comments. We are enclosing for your reference the City's CRT Initial Study, Engineering Report, and Segment Map detailing the alignments of concern, as well as the UCSD Bicycle Master Plan. Due to the length of the Caltrans Mitigated Negative Declaration for the Interstate 5/Genesee Avenue Interchange Project, we have not enclosed it here, but would be glad to provide it upon request (note that the City already has the document in its files because it relied on

Jeff Szymanski  
July 25, 2012  
Page 7

it when approving funding related to that project). We have included a summary of that project for your convenience.

Please keep this office informed of all notices, hearings, staff reports, briefings, meetings, and other events related to the proposed Project. In addition, please notify us of the release of the Draft EIR for the proposed Project.

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP



Rachel B. Hooper

Enclosures:

- City of San Diego, Coastal Rail Trail Initial Study (August 2007)
- City of San Diego, Coastal Rail Trail Preliminary Engineering Report (March 2008 )
- City of San Diego, Segment Map of Coastal Rail Trail (undated)
- UCSD, Bicycle and Pedestrian Master Planning Study (April 2012)
- Transnet, North Coast Corridor Interstate 5/Genesee Avenue Interchange Project (February 2012)

cc: Deborah Knight, Friends of Rose Canyon  
419506.2



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 San Diego, CA 92101-4231  
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 Fax (619) 699-1905  
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July 30, 2012

File Number 3330300

Mr. Jeffrey Szymanski  
 Environmental Planner  
 City of San Diego Development Services Center  
 1222 First Avenue  
 San Diego, CA 92101

MEMBER AGENCIES

- Cities of
- Carlsbad
- Chula Vista
- Coronado
- Del Mar
- El Cajon
- Encinitas
- Escondido
- Imperial Beach
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- San Diego Unified Port District
- San Diego County Water Authority
- Southern California Tribal Chairmen's Association
- Mexico

Dear Mr. Szymanski:

SUBJECT: Comments on San Diego Bicycle Master Plan Update and Notice of Preparation of a Program Environmental Impact Report

Thank you for the opportunity to comment on the San Diego Bicycle Master Plan (BMP) Update and Notice of Preparation of a Program Environmental Impact Report (PEIR).

Our comments are based on policies included in the Regional Comprehensive Plan (RCP) and the 2050 Regional Transportation Plan and its Sustainable Communities Strategy (2050 RTP/SCS) and are submitted from a regional perspective, emphasizing the need for land use and transportation coordination and implementation of smart growth and sustainable development principles. The goal of these regional plans is to focus housing and job growth in urbanized areas where there is existing and planned transportation infrastructure to create a more sustainable region.

The 2050 RTP/SCS sets forth a multimodal approach to meeting the region's transportation needs. Therefore, it is recommended that the traffic analysis consider the needs of motorists, transit riders, pedestrians, and bicyclists, and the implementation of a robust Transportation Demand Management (TDM) Program.

Comments:

We are excited to see that the City of San Diego has plans to develop bicycle projects and programs in addition to more than doubling the number of bikeway miles. SANDAG recommends that the following comments be addressed and analyzed in the San Diego BMP Update and PEIR.

For *bicycle projects*, consider working with the SANDAG TDM and Active Transportation teams on the following:

1. Bike parking – SANDAG, through its iCommute division, oversees the regional bike locker program and may be able to provide some data in addition to assisting with implementation (i.e., a bike station at American Plaza). SANDAG is also embarking on a region-wide bicycle parking study which may help determine best practices for bike parking.
2. End-of-trip facilities – Consider a bike station with showers and restrooms at American Plaza in coordination with the planned parking structure.
3. Multi-modal connections – Coordinate with SANDAG regional bike locker program which handles bike parking at transit stops. Consider developing a bikeshare program to encourage transit use.
4. Bicycle programs – Consider coordinating with iCommute for Bike to Work and School Days and challenges. Consider also coordinating with the Active Transportation team for education and awareness programs that are being developed regionally in order to maximize efforts and resources.
5. Monitoring and evaluation – The TDM in Planning and Development Review Guidebook could provide assistance with monitoring and evaluation activities associated with the BMP.

The following comments relate to the PEIR Content under 5. Environmental Impact Analysis 5.3 Transportation/Circulation/Parking:

6. An analysis relating to parking impacts from implementation of the BMP should be prepared.
7. Please consider allowing reductions to LOS standards as an impact of BMP implementation, at least within the BMP itself, as a precursor to changes to the Circulation Element of the General Plan allowing the same.

### **Consultation with the Metropolitan Transit System (MTS) and Caltrans**

SANDAG advises the project applicant to consult with MTS, the transit service provider within the project area, and with Caltrans to coordinate planned transit and/or highway improvements.

### **Other Considerations**

Please consider the following State of California laws and Executive Order when developing the DEIR: Assembly Bill 32 (Nunez, 2006), Senate Bill 375 (Steinberg, 2008) (SB 375), SB 97 (Dutton, 2007), and Executive Order S-13-08, which call for analysis of greenhouse gas emissions. Additionally, it is suggested that consideration be given to the policies included in the SANDAG Regional Energy Strategy that promote the reduction of energy demand and water consumption.

We appreciate the opportunity to comment on San Diego BMP Update. We also encourage the City of San Diego, where appropriate, to consider the following tools in evaluating this update based on the following SANDAG publications, which can be found on our Web site at [www.sandag.org/igr](http://www.sandag.org/igr).

- (1) *Designing for Smart Growth, Creating Great Places in the San Diego Region*
- (2) *Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region*
- (3) *Trip Generation for Smart Growth*
- (4) *Parking Strategies for Smart Growth*
- (5) *Regional Multimodal Transportation Analysis: Alternative Approaches for Preparing Multimodal Transportation Analysis in EIRs*
- (6) *Integrating Transportation Demand Management into the Planning and Development Process - A Reference for Cities*
- (7) *Riding to 2050, the San Diego Regional Bike Plan*

If you have any questions or concerns regarding this letter, please contact me at (619) 699-1943 or [Susan.Baldwin@sandag.org](mailto:Susan.Baldwin@sandag.org)

Sincerely,



SUSAN BALDWIN  
Senior Regional Planner

SBA/RSA/ais

Dear Jeff Szymanski,

The Marian Bear Recreation Council would like to be included in future updates regarding the San Diego Bicycle Master Plan Update. In the plan there is a proposed Class 1 bike path just south of SR-52. Construction of a bike path at that location would probably impact vegetation and wildlife within Marian Bear Natural Park. We would like to keep track of any future developments regarding the San Diego Bicycle Master Plan Update. Thank you for your attention in this matter.

Sincerely,

Deron Bear

Chairman,

Marian Bear Natural Park Recreation Council [dbear@san.rr.com](mailto:dbear@san.rr.com)

Planner Szymanski:

This is Alan Francisco in Southeast San Diego. We can do without paving through the open space in Southcrest between Acacia St. and Beta St., that by I-15 north of Market St., that through Ridgeview Webster from Fairmount Ave. to Chollas Pkwy., that in Skyline south of Jamacha Rd., that between the ends of 28th St. through Switzer Canyon, that by Pacific Gateway park, that by the San Diego River, that north of Mission Gorge Rd., that near Maddox Park, or that by Campus Point Drive, Genesee Ave., and Towne Centre Dr; we can do without paving through Rose Canyon Open Space or Carroll Canyon, or by Highway 15 in South Park and south of I-8, by Chauncey Rd. on the inlet bank, by Highway 52, or by I-805 between 52 and Governor Dr.

Thank you for your time.

Sincerely

Alan Francisco



Appendix B

EXHIBITS ATTACHED TO  
FRIENDS OF ROSE CANYON  
COMMENT LETTER



**EXHIBITS ATTACHED TO  
FRIENDS OF ROSE CANYON COMMENT LETTER**

- A. Initial Study 8-17-07 (2).PDF
- B. Prelim Engineering Report 3-3-08 (2).PDF
- C. Prelim Environmental Study 5-30-08 v2 (2).PDF
- D. Caltrans I-5 Genesee Ave Interchange Project ISMND excerpt (3).PDF
- E. UCSD BPMPS excerpt (3).PDF
- F. DFG Comment letter on NOP (3).PDF
- G. UCCorrEIRBiologyEXCERPT.pdf (3).PDF
- H. CBI\_s Final Report on FEIR 7-14-06 (3).PDF
- I. Mitigation Monitoring Report (3).PDF
- J. 2012\_canyonsewercleaning\_rpt (3).PDF
- K. 2010 California 303d List Excerpt.pdf (3).PDF
- L. SAN+I5+ART+NL+Vol2Issue1+FINAL (3).PDF
- M. Caltrans Interstate 5 Genesee Ave Interchange Project Fact Sheet (3).PDF

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**REPORT**

CITY OF SAN DIEGO COASTAL RAIL TRAIL  
INITIAL STUDY

PREPARED FOR:

**CITY OF SAN DIEGO  
ENGINEERING AND CAPITAL PROJECTS  
DEPARTMENT**

URS PROJECT No. 27684014.10521

**AUGUST 17, 2007**

# REPORT

## CITY OF SAN DIEGO COASTAL RAIL TRAIL INITIAL STUDY

Prepared for

Michael Handal, Associate Civil Engineer  
City of San Diego  
Engineering and Capital Projects  
Transportation Engineering Division  
1010 Second Avenue, Suite 1200  
San Diego, California 92101-4906

URS Project No. 27684014.10521



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Angela Leiba  
Project Manager

August 17, 2007

### URS

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619.294.9400 Fax: 619.293.7920

City of San Diego  
Development Services Department  
LAND DEVELOPMENT REVIEW DIVISION  
1222 First Avenue, Mail Station 501  
San Diego, CA 92101  
(619) 446-6460

INITIAL STUDY  
Project No. CIP58-162

**SUBJECT: CITY OF SAN DIEGO COASTAL RAIL TRAIL. CITY COUNCIL**  
**APPROVAL** to develop approximately +/- 10 miles of the City of San Diego Coastal Rail Trail (SD City CRT) extending from the Sorrento Valley Road/Carmel Valley Road intersection to the Gilman Drive/I-5 intersection. The proposed project would link an approximately 40-mile, continuous corridor of multi-use Class I, Class II, and some Class III bicycle facilities to be constructed primarily along the railroad right-of-way (ROW). The scope of work involves the construction of a bike path alignment (12 feet wide with 2 foot shoulders) and associated construction activities including, but not limited to; striping of existing roads, traffic signage and lighting, grading, bridges, retaining walls, and lighting components along the trail itself. Applicant: City of San Diego, Engineering and Capital Projects Department.

**I. PROJECT DESCRIPTION:**

The Coastal Rail Trail (CRT) is a Multi-Jurisdictional project among the coastal cities of Oceanside, Carlsbad, Encinitas, Solana Beach and San Diego. Each city serves as the lead agency responsible for development of the CRT in their community.

The project will develop an approximately 40-mile, continuous corridor of multi-use, Class I, Class II, and some Class III bicycle facilities to be constructed primarily along the railroad right-of-way (ROW). The north coastal communities have made progress on their portion of the trail with Solana Beach being the first to complete segments.

The City of San Diego will develop approximately half of the 40-mile CRT. San Diego's portion is proposed to run for approximately 20 miles extending from Downtown, north to the City's border with Del Mar. This Initial Study focuses on the northerly +/- 10 miles of trail from the Sorrento Valley Road/Carmel Valley Road intersection to the Gilman Drive/I-5 intersection.

**PURPOSE AND NEED:**

The purpose of the SD City CRT is to:

- Enhance regional bicycle route connectivity and improve intermodal relationships by connecting existing trails to adjacent communities and transit facilities;
- Improve the quality of recreational bicycle use;
- Provide an alternative to vehicle commuting and heavily traveled roadways;

- Provide the opportunity to improve regional air quality; and
- Support the stewardship of San Diego's canyons and protect wetlands and other sensitive habitats.

The needs that will be served by the development of the CRT are as follows:

*Regional Connectivity and Intermodal Relationships*

North coastal San Diego has various bike paths and trails; however, they are intermittent and discontinuous. The CRT project would both improve the already existing Class II facilities and create new Class I trails that would link many of the intermittent segments of existing trails, thereby enhancing the overall trail network. The quality of recreation bicycle use on this system would be greatly improved.

Significant efforts have been made throughout San Diego County to encourage and foster use of the Coaster – the commuter rail link servicing north coastal San Diego County. Better access to and connection with coaster stations is needed in order to make Coaster commuting an easy and convenient alternative to driving. The proposed CRT connects bicycle commuter trail users to existing and proposed Coaster Stations, specifically the Sorrento Valley Coaster Station and the proposed Nobel Drive Coaster Station.

*Transportation Demand*

According to Mobility 2030, SANDAG's regional transportation plan, interregional commuting will increase over the next 30 years due to expected population growth and job growth. Options need to be available to move people through the region. While the automobile is the most popular way to travel in Southern California and San Diego, lack of adequate funding and right of way will not be available to widen highways in order to meet the increased transportation demands. The CRT, as a continuous 40-mile trail would provide an attractive alternative to vehicle commuting helping to reduce traffic congestion.

*Opportunity to Improve Regional Air Quality*

According to the Air Pollution Control District (APCD) of San Diego, toxic air contaminants come from the following sources:

- 61% automobiles
- 28% industrial facilities
- 11% natural sources

The APCD also contends that the primary way to fight air pollution is to reduce driving and suggests methods such as combining errands, carpooling, telecommuting, walking, and bicycling. The CRT project would promote better air quality by providing a transportation alternative to the use of the private automobile. The reduction in vehicle miles traveled will contribute to improved air quality.

*Support for Environmental Stewardship and Conservation Initiatives*

A number of environmental conservation and stewardship proposals, such as the San Diego Civic Solutions Canyon Lands Initiative and the Rose Creek Watershed Alliance Opportunities Assessment, call for protection and preservation of San Diego's undeveloped canyons and watersheds through education and stewardship. One specific need outlined by San Diego Civic Solutions is to support communities and canyon lands with green infrastructure and connections to and between canyons. The SD City CRT would preserve the natural corridors of Roselle Canyon and Rose Canyon while better linking these undeveloped, ecological sanctuaries to their surrounding communities and to one another.

II. ENVIRONMENTAL SETTING:

The proposed bike path alignment is divided into three segments; the Sorrento Valley Segment; the Roselle Canyon Segment; and the Rose Canyon Segment. Each of the segments is characterized by a unique variety of development types, in series along the course of the path. The entire bike path passes through a succession of land uses that includes residential, light industrial, commercial, open-space, and agricultural zones.

The entire Sorrento Valley Segment will follow existing paved roads (Sorrento Valley Road and Roselle Street). The northern section of the Sorrento Valley Segment passes along the Penasquitos Lagoon State Reserve on the west and the I-5 on the east, between Carmel Valley Road and Carmel Mountain Road. The Penasquitos Lagoon State Reserve area is zoned for agricultural-residential and open space use. The southern section of the Sorrento Valley Road Segment passes through light industrial zones.

The Roselle Canyon Segment begins on the south end of Roselle Street, passes through Roselle Canyon to the south, bends east at Eastgate Mall Road, south at Judicial Drive, and ends at Nobel Drive. Areas to the north of Roselle Canyon are characterized by a mix of light industrial, industrial park, and multi-family residential zones. Roselle Canyon itself is a greenbelt corridor that passes between multi-family residential and light industrial zones. Environmental features through Roselle Canyon include; hillsides, drainage swales, sensitive habitat and species, and aesthetically pleasing canyon views. The southern section of the Roselle Canyon Segment will follow existing paved roads (Eastgate Mall Road, Judicial Road, and Nobel Drive) that are surrounded by light industrial, commercial office, and multi-family residential zones.

The Rose Canyon Segment turns south off of Nobel Drive, traverses an undeveloped area, a multi-family residential zone, passes to the north of a light industrial zone, and continues through the open space zones of Rose Canyon to the I-5 / Gilman Dr. intersection. Environmental features through Rose Canyon include; hillsides, drainage swales, sensitive habitat and species, and aesthetically pleasing canyon views.

In summary, land uses surrounding the proposed bike path alignments include; single-family residential, multi-family residential, commercial-office, light industrial, industrial park, agricultural-residential, and open space.

III. ENVIRONMENTAL ANALYSIS: See attached Initial Study checklist.

IV. DISCUSSION:

#### HISTORICAL RESOURCES

See Appendix A – Historical Resources (Confidential)

#### BIOLOGICAL RESOURCES

Several special status wildlife species are present along the proposed Coastal Rail Trail alignment. Two federally listed species detected along the alignment include the federally listed as Threatened California gnatcatcher (*Polioptila californica*, CAGN) and the federally listed as Endangered (FE) San Diego fairy shrimp (*Branchinecta sandiegonensis*). Other sensitive species observed along the alignment include white-tailed kite (*Elanus leucurus*, California Department of Fish and Game [CDFG] Fully Protected Species [FPS]), yellow warbler (*Dendroica petechia*, CDFG Species of Special Concern [SSC]), yellow-breasted chat (*Icteria virens*, SSC), southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*, SSC), orangethroat whiptail (*Cnemidophorus hyperythrus*, SSC), and coast horned lizard (*Phrynosoma coronatum*, SSC).

Several pairs of CAGNs are found along the proposed project alignment (URS Surveys conducted in 2006 and 2007), and construction of the proposed bike trail would result impacts on CAGN-occupied coastal sage scrub (CSS) habitat. The majority of these impacts would occur in Roselle Canyon, although CAGNs were detected in Rose Canyon as well. Impacts on CAGN-occupied habitat are expected to be minimal in Rose Canyon because the proposed alignment follows an existing dirt road. Gnatcatcher-occupied CSS habitat impacts would be mitigated per City MSCP guidelines.

In 2007, URS conducted USFWS protocol surveys for least Bell's vireo (*Vireo bellii pusillus*, FE) in potential habitat north of the railroad tracks in Rose Canyon. No least Bell's vireos were detected during these surveys.

Sensitive habitats present along the alignment include vernal pools, coastal sage scrub, chaparral, native grassland, and various riparian habitats including freshwater marsh and southern willow scrub. The proposed trail will result impacts to these habitats except for vernal pools. Vernal pools supporting the listed fairy shrimp are present near the intersection of Nobel Drive and I-805. Vernal pools would be avoided by the project, and impacts on vernal pools or their watersheds are not expected.

Special status plants observed along the trail alignment include coast barrel cactus (*Ferocactus viridescens*), Palmer's sagewort (*Artemisia palmeri*), Nuttall's scrub oak (*Quercus dumosa*) and San Diego sunflower (*Viguiera laciniata*). Some individuals of these rare plants may be lost due to site-specific grading requirements. Cactus species can be translocated successfully to adjacent habitat areas.

Several drainages qualifying as jurisdictional wetlands and waters of the U.S./State would be impacted. The proposed trail would cross several jurisdictional drainages in both Rose and Roselle canyons. Permitting would require a CWA Section 404 permit (ACOE) and Section 401 water quality certification (RWQCB) as well as a State Code 1602 Streambed Alteration Agreement (CDFG).

Rose Canyon is considered a regional wildlife corridor. Rose Canyon connects Marine Corps Air Station Miramar to habitat areas west of Interstate 5. Day-time use of the proposed trail would not affect nocturnal use of Rose Canyon by large mammals such as deer, bobcat, and coyote. Nocturnal lighting and trail use in Rose Canyon and in the vicinity Los Peñasquitos Lagoon may potentially impact nocturnal wildlife movement.

The proposed trail facilities are considered a compatible use within the MHPA and therefore would not conflict with the provisions of the City of San Diego's Multiple Species Conservation Program.

#### VISUAL RESOURCES

The Coastal Rail Trail Project may involve significant impacts to the visual resources associated with the alignments passing through Rose and Roselle Canyons. The paving of bike paths and the addition of retaining walls, cut and fill banks, and bridges may alter the visual quality of these areas which currently enjoy a lack of physical development. While visual impacts may occur it is assumed that these impacts could be mitigated to less than significant with proper aesthetic abatements and landscaping plans that will be identified during project design.

Roselle Canyon is characterized by hillsides, various forms of upland vegetation including trees and grasslands, sensitive habitat and species, and aesthetically pleasing canyon views. The general visual character of the project area is not expected to change significantly however; the addition of cut and fill banks, bridges, and retaining walls that will exceed local regulations and height restrictions could be perceived as an adverse impact to the visual quality of the views enjoyed by recreational users who currently hike and bike along Roselle Canyon.

Rose Canyon is characterized by a rural feel associated with the topographical relief which obscures most of the surrounding development behind hillsides and canyon walls. Willow trees occupy drainage swales and a variety of sensitive habitats are available to host several bird and reptile species. From many points along the trail there are expansive canyon views that provide an aesthetically pleasing recreation experience to hikers and mountain bikers. As in Roselle Canyon, the paving of the bike path, cuts that will alter

topography and retaining walls that exceed local height regulations will introduce a scale of development that does not currently exist in these areas, and this may be viewed as negatively impacting the visual quality of this area.

There are three types of viewers associated with the Coastal Rail Trail in the Canyons. They are recreational users (hikers and bikers), homeowners and private land owners on the rim of the Canyons, and passerby on the various sidewalks and roads that pass over or along the Canyon walls. The aesthetic impacts to Canyon views associated with project alterations will have a larger impact on recreational users and homeowners in the surrounding areas, which may experience views of this area frequently and will notice changes to developmental intensity involved with the project. While views into the Canyons from passerby and area travelers are less likely to experience adverse impacts since the project will not obscure views into the Canyon from above or adjacent roads and walkways.

Impacts to the aesthetic quality of the Rose and Roselle Canyons may occur as a result of the project and a Visual Impact Analysis is recommended to discern the extent of the impact and how severe viewer response to these impacts is likely to be. It is most likely that these impacts can be minimized through mitigations associated with landscape plans and design abatements.

#### PALEONTOLOGICAL RESOURCES

Geological formations rated as having high paleontological sensitivity (City of San Diego Paleontology Guidelines) underlie parts of the Sorrento Valley Road Segment and most of the Roselle Canyon and Rose Canyon Segments. These formations include the Torrey Sandstone, the Ardath Shale, the Scripps Formation, and the Stadium Conglomerate, all of Eocene age, and the Bay Point Formation (Pleistocene). Segments of the project not requiring excavation are unlikely to impact any paleontological resources.

Because no paleontological locality record search has been commissioned for this project, we know neither how many recorded localities exist within the project area nor where any lie. Five discrete areas along the route will have greater than 1,000 yd<sup>3</sup> of earthwork and four will have greater than 2,000 yd<sup>3</sup>. City of San Diego Paleontology Guidelines state that in many cases, monitoring of paleontological resources in areas of sensitive geologic units is not triggered unless the volume of earth excavated exceeds 1,000 yd<sup>3</sup> and the depth exceeds 10 feet. However, if paleontological localities are known on the site or if the sensitive sediments lie close to the surface, monitoring can be required even though the volume and depth do not attain the threshold. In cases where the volume will exceed 2,000 yd<sup>3</sup>, even formations rated as having moderate sensitivity for paleontological resources can require monitoring.

A significant impact to paleontological resources may occur in all project segments which are underlain by moderate to high sensitivity sediments and which will require some excavation. Permitting would require that a record search be commissioned, that a

pedestrian survey be undertaken, and that a paleontological resource monitoring and mitigation program (PRMMP) be developed and implemented.

#### LAND USE

The San Diego Municipal Code: Chapter 14, Division 3, Article 2, §142.0340 *et seq.*: Retaining Wall Regulations In All Zones, states “Retaining walls in visibility areas shall not exceed 3 feet in height except that a retaining wall may be constructed to maintain an existing cut bank adjacent to a public right-of-way, if the wall follows the contours of the slope”. The proposed bike path alignment would involve the construction of retaining walls measuring a maximum height of 35 ft along non-existing cut banks. Therefore, the proposed retaining walls would not comply with §142.0340 of the San Diego Municipal Code regarding retaining wall heights and a variance would need to be obtained to include these elements in the final design.

In addition, cut and fill grading features associated with the project may not comply with local regulations outlined in the municipal code. Design exception permits may need to be obtained to comply with The San Diego Municipal Code: Chapter 14, Article 2, Division 1, Grading Regulations.

#### HYDROLOGY/WATER QUALITY

##### *Background*

The proposed project is adjacent to several Clean Water Act (CWA) Section 303(d) listed waterbodies and Federal Emergency Management Agency (FEMA) designated floodplains including the following:

CWA Section 303(d) listed waterbodies:

- Los Penasquitos Lagoon listed for sedimentation/siltation and Total Dissolved Solids (TDS) per the Final 2002 State Water Resources Control Board (SWRCB) 303(d) list.
- Soledad Canyon listed for sediment toxicity per the proposed 2006 SWRCB 303(d) list.
- Los Penasquitos Creek for phosphorous and Total Dissolved Solids (TDS) per the proposed 2006 SWRCB 303(d) list.

FEMA designated floodplains per the Flood Insurance Rate Maps (FIRMs) for the City of San Diego, dated June 19, 1997:

- Soledad Canyon from Los Penasquitos Lagoon to Carroll Canyon Creek - both the 100-year floodplain and floodway (with associated base flood elevations) which may be impacted.
- Carmel Valley Creek in the vicinity of Sorrento Valley Road - Sorrento Valley Road crosses both the 100-year floodplain and floodway.

- Rose Canyon from the project start point to downstream of Interstate 805 - the 100-year floodplain (no floodway designated) may be impacted.

The project will likely have no impact to water quality and floodplains near Los Penasquitos Lagoon and Carmel Valley Creek, because the project only consists of re-striping existing paved areas along Sorrento Valley Road in these areas. However, potential floodplain/floodway impacts in other areas may trigger the FEMA FIRM revision process during the engineering stage if Base Flood Elevations (BFEs) will be increased or if there will be a floodway fill encroachment. An existing culvert in the vicinity of Interstate 5 and Roselle Street may have to be widened and may have the potential to alter drainage or sediment transport patterns. In addition, as indicated in the biology portion of this section, several drainages qualifying as jurisdictional wetlands and waters of the U.S./State would be impacted, resulting in CWA Section 404 permit (ACOE), Section 401 water quality certification (RWQCB), as well as a State Code 1602 Streambed Alteration Agreement (CDFG).

#### *Local, Regional, and State Stormwater Regulations*

The project will likely be required to comply with the following (but not necessarily limited to) City, Regional, and State Stormwater Regulations:

- San Diego Municipal Code, Land Development Manual, Storm Water Standards Manual (including any applicable updates).
- City of San Diego Storm Water Management and Discharge Control Ordinance.
- Applicable City of San Diego Floodplain Management Ordinances.
- California Regional Water Quality Control Board San Diego Region, Order No. R9-2007-0001, NPDES CAS0108758, Waste Discharge Requirements for Discharges of Urban Runoff from the Municipal Separate Storm Sewer Systems (MS4s) Draining the Watershed of the County of San Diego, the Incorporated Cities of San Diego County, the San Diego Unified Port District, and the San Diego County Regional Airport Authority, hereinafter called the Municipal MS4 Permit.
- SWRCB General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 99-08-DWQ) and pending draft update that require the implementation of, among other items, a construction phase Stormwater Pollution Prevention Plan that addresses construction and post construction phase BMPs for stormwater quality.

The project will likely be classified as a Priority Project per the current Municipal MS4 Permit and subject to the design and implementation of applicable construction and post-construction phase BMPs. Therefore, this project may be required to implement priority construction site (advanced treatment technology), Low Impact Development (LID), and interim or final Hydromodification BMPs based upon the recent releases of the General Construction Permit and the Regional Municipal Stormwater Permit (MS4 Permit).

Compliance with the regulations and implementation of appropriate mitigation measures and best management practices will minimize the potential that the project will result in

significant hydrology or water quality related impacts. However, further analysis of hydrology and water quality related impacts with and without proposed project mitigation measures is suggested to determine the level of significance, particularly in regard to floodplain impacts and impacts to 303(d) waterbodies.

#### AIR QUALITY

The following discussion provides the rationale for the significance determinations reflected in the Air Quality section of the CEQA Checklist.

There will be no appreciable emissions of air quality for the operational phase of the proposed project. Emissions will occur during construction of the trail alignment in the form of combustion pollutants contained in diesel and gasoline equipment exhaust and fugitive dust generated by disturbance of land areas. The scale of the activities producing such emissions would be modest, and the emissions would occur mostly in the relatively few areas along the alignment with substantial earth movement and borrow soils requirements and/or where construction of embankments or large drainage culverts will be needed. The emissions inventory for the San Diego Regional Air Quality Strategies (RAQS) includes provisions for such construction projects.

Fairly substantial temporary emissions of air pollutants may occur during project construction, primarily in association with the locations which would require large quantities of earth movement and or equipment-intensive activities such as bridge or embankment construction or earth movement to facilitate draining. Importation of large quantities of soils would entail large numbers of heavy-duty truck trips, contributing further to project-related emissions of diesel particulates and exhaust gases. The project area is currently designated nonattainment with respect to the California ambient standard for particulate matter (PM<sub>10</sub>) and the state and federal ambient standards for ozone. The potential exists for project emissions to contribute substantially to local exceedances of the short-term standards for these pollutants.

During project construction, residents and potentially sensitive facilities located close to certain portions of the bike path alignment could temporarily be subject to elevated short-term concentrations of criteria pollutants (primarily oxides of nitrogen [NO<sub>x</sub>] and PM<sub>10</sub>), as well as diesel particulate matter, which is considered to be a toxic air contaminant in California.

PM<sub>10</sub> emissions in excess of 100 pounds per day may potentially occur. Specifically, the alignment alternatives through Roselle Canyon and Rose Canyon that would require construction of embankments containing 15,000 to 25,000 cubic yards of soils, respectively (worst case) are likely to cause the highest particulate emissions.

The expected types and general character of the air pollutant emissions that will be caused by project construction activities are not associated with strong odors. Diesel exhaust has a recognizable odor, but the relatively few pieces of diesel-fired construction

equipment that will be required to operate concurrently at any specific location would not cause objectionable odors that would affect substantial numbers of people.

Construction of embankments, retaining walls, bridges and other changes to the topographical profile of the project area could obstruct natural airflow in specific locations, but would not significantly affect general air movement. However, the scale of the proposed action and the associated magnitudes of air pollutant and greenhouse gas emissions would be too small to affect moisture or temperature conditions or to cause any appreciable climate change, either locally or regionally.

In summary, it is anticipated that an EIR will be required to address potential impacts including, but not limited to: providing quantitative estimates of the project's emissions to more fully evaluate the potential for significant impacts; providing quantitative estimates of the project's emissions based on project engineering specifications and evaluate the potential for these emissions to cause substantial localized impacts to air quality; and providing quantitative estimates of the project's PM<sub>10</sub> emissions to determine whether or not project construction would be in excess of 100 pounds per day.

#### GEOLOGY/SOILS

The proposed trail corridor traverses multiple geologic hazard categories according to the City of San Diego Seismic Safety Study. These categories include:

<b>Geologic Hazard Category</b>	<b>Description</b>	<b>Details</b>
21	Landslides	Confirmed, known, or highly suspected.
25	Slide-Prone Formations	Ardath, neutral or favorable geologic structure.
26	Slide-Prone Formations	Ardath, unfavorable geologic structure.
31	Liquefaction	High potential, shallow groundwater, major drainages, hydraulic fills.
51	Other Terrain	Level mesas underlain by terrace deposits and bedrock, nominal risk.
52	Other Terrain	Other level areas, gently sloping to steep terrain, favorable geologic structure, low risk.
53	Other Terrain	Level or sloping terrain, unfavorable geologic structure, low to moderate risk.
54	Other Terrain	Steeply sloping terrain, unfavorable or fault controlled geologic structure, moderate risk.

The proposed grading and structures associated with the project will be designed to mitigate the potential geologic hazards.

Due to the grading required for the project, disturbed soils would be exposed during construction. The potential for erosion would be mitigated with the implementation of

erosion control Best Management Practices (BMPs) in accordance with all applicable regulatory guidelines.

V. RECOMMENDATION:

On the basis of this initial evaluation:

- The proposed project would not have a significant effect on the environment, and a NEGATIVE DECLARATION should be prepared.
- Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section IV above have been added to the project. A MITIGATED NEGATIVE DECLARATION should be prepared.
- The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT should be required.

PROJECT ANALYST:

Attachments: Appendix A - Historical Resources (Confidential)  
Figure 1: Project Location Map  
Figure 2: Project Location Map with Preliminary Alignment  
Figure 3: Land Use Map  
Figure 4: Zoning Map



	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
C. Project bulk, scale, materials, or style which would be incompatible with surrounding development?			
<u>Although, the proposed bike path alignment traverses various canyons and a wildlife corridor, these areas are surrounded by development and increasing access to bike/pedestrian uses of this area would be considered compatible.</u>	—	—	<u>X</u>
D. Substantial alteration to the existing character of the area?			
<u>The proposed bike path alignment may alter the existing character of the area. Specifically, proposed cuts and fills, retaining walls, and bridges required for construction of the bike path alignment may alter the aesthetic character of Roselle and Rose Canyons.</u>	—	<u>X</u>	—
E. The loss of any distinctive or landmark tree(s), or a stand of mature trees?			
<u>There will not be a loss of any distinctive or landmark tree(s) or a stand of mature trees as a result of the proposed bike path alignment.</u>	—	—	<u>X</u>
F. Substantial change in topography or ground surface relief features?			
<u>The topography or ground surface relief features within Roselle Canyon will substantially change due to the proposed bike path alignment's proposed cuts and fills, retaining walls, and bridges within this area.</u>	<u>X</u>	—	—

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
G. The loss, covering or modification of any unique geologic or physical features such as a natural canyon, sandstone bluff, rock outcrop, or hillside with a slope in excess of 25 percent?			
<u>Roselle and Rose Canyons are characterized as natural canyons that have slopes in excess of 25 percent. Proposed cuts and fills, retaining walls, and bridges required for construction of the bike path alignment could lead to either a loss, covering or modification of the hillsides, bluffs, or rock outcrops.</u>	<u>X</u>	—	—
H. Substantial light or glare?			
<u>The proposed bike path alignment may include minor lighting components. Proposed lighting would comply with all current street lighting standards in accordance with the City of San Diego Street Design Manual and would not create substantial light or glare.</u>	—	—	<u>X</u>
I. Substantial shading of other properties?			
<u>The proposed bike path alignment will not create substantial shading of other properties. Although the bike path alignment proposes retaining walls and bridges inside Roselle and Rose Canyons, shading from these structures will not affect other properties.</u>	—	—	<u>X</u>
II. AGRICULTURE RESOURCES / NATURAL RESOURCES / MINERAL RESOURCES – Would the proposal result in:			
A. The loss of availability of a known mineral resource (e.g., sand or gravel) that would be of value to the region and the residents of the state?			
<u>There are no known mineral resources that are suitable for mining within the proposed bike path alignment.</u>	—	—	<u>X</u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
B. The conversion of agricultural land to nonagricultural use or impairment of the agricultural productivity of agricultural land?	—	—	<u>X</u>
<u>The proposed bike path alignment is not located on agricultural land.</u>			

III. AIR QUALITY – Would the proposal:

A. Conflict with or obstruct implementation of the applicable air quality plan?	—	—	<u>X</u>
<u>Emissions of the proposed project would be localized and transient, and would occur only temporarily during construction of the proposed bike path alignment. It is expected that these emissions would not be sufficiently high to obstruct implementation of the current attainment plan for San Diego County. See Initial Study Discussion Section IV, Air Quality.</u>			

B. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	—	<u>X</u>	—
<u>Construction of the proposed bike path alignment would result in temporary emissions, including combustion pollutants contained in construction equipment exhaust and dust from grading and earth moving operations. These emissions may be substantial at specific locations along the alignment. Use of standard dust control practices would be implemented during these activities, but local exceedances of short-term (1 to 24 hour) air quality standards are possible. However, long-term emissions resulting from the proposed bike path alignment would actually decrease due to less vehicular use. See Initial Study Discussion Section IV, Air Quality.</u>			

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
C. Expose sensitive receptors to substantial pollutant concentrations?			
<u>Emissions during construction of the proposed bike path alignment may expose residents and sensitive individuals along the alignment to substantial short-term concentrations of air pollutants. See Initial Study Discussion Section IV, Air Quality.</u>	—	<u>X</u>	—
D. Create objectionable odors affecting a substantial number of people?			
<u>The few pieces of diesel equipment required for the proposed bike path alignment would not create objectionable odors that would affect a substantial number of people. See Initial Study Discussion Section IV, Air Quality.</u>	—	—	<u>X</u>
E. Exceed 100 pounds per day of Particulate Matter 10 (dust)?			
<u>Earthmoving requirements during construction would vary depending on which candidate alignment is selected. Depending on the alignment, the equipment fleet and the phasing of construction activities, it is possible that emissions of PM<sub>10</sub> may sometimes exceed 100 pounds per day. See Initial Study Discussion Section IV, Air Quality.</u>	—	<u>X</u>	—
F. Alter air movement in the area of the project?			
<u>Construction of the proposed bike path could alter local air movement along portions of the alignment if a candidate design is selected that entails substantial building of walls, bridges or other impediments to air flow. See Initial Study Discussion Section IV, Air Quality.</u>	—	<u>X</u>	—

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
G. Cause a substantial alteration in moisture, or temperature, or any change in climate, either locally or regionally?			
<u>Emissions from construction of the proposed bike path alignment would be too small to have a discernible effect on meteorological or climate parameters. See Initial Study Discussion Section IV, Air Quality.</u>	—	—	<u>X</u>

IV. BIOLOGY – Would the proposal result in:

A. A reduction in the number of any unique, rare, endangered, sensitive, or fully protected species of plants or animals?			
<u>The proposed project would impact three sensitive vegetation communities; coastal sage scrub, non-native grassland, and wetlands. In addition, California gnatcatcher occupied habitat would be affected. See Initial Study Discussion Section IV, Biological Resources.</u>	<u>X</u>	—	—

B. A substantial change in the diversity of any species of animals or plants?			
<u>The proposed bike path alignment will not substantially change the diversity of any species of animals or plants.</u>	—	—	<u>X</u>

C. Introduction of invasive species of plants into the area?			
<u>No invasive species of plants into the area are anticipated as the result of this project. Any project landscaping would adhere to the City's Landscaping Standards.</u>	—	—	<u>X</u>

D. Interference with the movement of any resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors?			
<u>Rose Canyon is a wildlife corridor and the proposed bike path alignment may potentially interfere with the movement of migratory wildlife species within this area.</u>	—	<u>X</u>	—

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
E. An impact to a sensitive habitat, including, but not limited to streamside vegetation, aquatic, riparian, oak woodland, coastal sage scrub or chaparral?			
<u>The proposed project would impact three sensitive vegetation communities: coastal sage scrub, non-native grassland, and wetlands. In addition, California gnatcatcher occupied habitat would be affected. See Initial Study Discussion Section IV, Biological Resources.</u>	<u>X</u>	—	—
F. An impact on City, State, or federally regulated wetlands (including, but not limited to, coastal salt marsh, vernal pool, lagoon, coastal, etc.) through direct removal, filling, hydrological interruption or other means?			
<u>The proposed bike path alignment will cross over jurisdictional drainages. See Initial Study Discussion Section IV, Biological Resources.</u>	<u>X</u>	—	—
G. Conflict with the provisions of the City's Multiple Species Conservation Program Subarea Plan or other approved local, regional or state habitat conservation plan?			
<u>Bike trails/facilities are a compatible use in Multiple Habitat Planning Areas (MHPAs).</u>	—	—	<u>X</u>
V. ENERGY – Would the proposal:			
A. Result in the use of excessive amounts of fuel or energy (e.g. natural gas)?			
<u>The proposed bike path alignment would not result in the use of excessive amounts of fuel or energy.</u>	—	—	<u>X</u>
B. Result in the use of excessive amounts of power?			
<u>The proposed bike path alignment would not result in excessive amounts of power.</u>	—	—	<u>X</u>

Yes    Maybe    No

VI. GEOLOGY/SOILS – Would the proposal:

A. Expose people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?

According to the City's Seismic Safety Study Maps, the project site lies within multiple geologic hazard categories. There is potential for exposure to geologic hazards, however, the proposed project would meet engineering standards. See Initial Study Discussion, Section IV, Geology/Soils.

—    X    —

B. Result in a substantial increase in wind or water erosion of soils, either on or off the site?

Some increase in erosion is probable, either on-or off-site from the proposed project. See Initial Study Discussion, Section IV, Geology/Soils.

—    X    —

C. 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?

According to the City's Seismic Safety Study Maps, the project site lies within multiple geologic hazard categories. There is potential for exposure to geologic hazards, however, the proposed project would meet engineering standards. See Initial Study Discussion, Section IV, Geology/Soils.

—    X    —

Yes    Maybe    No

VII. HISTORICAL RESOURCES – Would the proposal result in:

- A. Alteration of or the destruction of a prehistoric or historic archaeological site?

Sixteen prehistoric archaeological sites have been recorded within the project area. According to records, four of these sites appear to have been destroyed by prior construction activities. Thirteen sites, however, are within a relatively undisturbed portion of the project area. While three of these thirteen sites have been evaluated for the National Register (and found ineligible), none of these sites have been evaluated against the City of San Diego's local register or the California Register of Historic Resources (CRHR). The project may cause alteration or destruction of an archaeological site directly (e.g., through construction of the CRT, unless the project is designed to avoid the sites) or indirectly as more pedestrians will frequent the location of the sites. See Initial Study Discussion Section IV, Historical Resources.

—    X    —

No historic archaeological sites have been recorded within the project area.

- B. Adverse physical or aesthetic effects to a prehistoric or historic building, structure, object, or site?

There are no known historic buildings, structures or objects within the project area. One historic property, however, is located near the project area (P37-016179: the historic Rose Canyon Railroad Bridge). Based on the current project designs, this historic structure may be adversely affected. See Initial Study Discussion Section IV, Historical Resources.

—    X    —

Yes    Maybe    No

- C. Adverse physical or aesthetic effects to an architecturally significant building, structure, or object?

There have been no significant historic buildings, structures or objects recorded within the project area or adjacent the project area, and none were observed during a reconnaissance survey of the project area. Based upon the project design, it is unlikely there will be an adverse physical or aesthetic effects to architecturally significant buildings, structures, or objects.

—            —            X

- D. Any impact to existing religious or sacred uses within the potential impact area?

The California Native American Heritage Commission (NAHC) completed record search of their Sacred Lands File to determine the presence of such areas to be affected by this project. The NAHC responded that they have no information on sacred lands to exist within the proposed project area. A letter has been sent to the Native American Descendants to request a search of their database for existing religious or sacred uses within the potential impact area. See Initial Study Section IV, Historical Resources.

—            X            —

- E. The disturbance of any human remains, including those interred outside of formal cemeteries?

No formal cemeteries are located within the project area. One prehistoric archaeological site located near the project area was recorded as having Native American burials. However, this site has been subsequently compromised by construction since its original recordation.

—            —            X

Yes   Maybe   No

VIII. HUMAN HEALTH / PUBLIC SAFETY / HAZARDOUS MATERIALS: Would the proposal:

- A. Create any known health hazard excluding mental health)?

This project will not cause any known health hazards.

—   —   X

- B. Expose people or the environment to a significant hazard through the routine transport, use or disposal of hazardous materials?

The project does not propose to routinely transport, use or dispose of hazardous materials.

—   —   X

- C. Create a future risk of an explosion or the release of hazardous substances (including but not limited to gas, oil, pesticides, chemicals, radiation, or explosives)?

This project does not pose a risk of explosion or release of hazardous substances.

—   —   X

- D. Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No such impairment or interference with plan would result from the project.

—   —   X

- E. 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, create a significant hazard to the public or environment?

The CRT will not be located on hazardous materials sites.

—   —   X

Yes    Maybe    No

- F. 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?

—            —            X

This project does not involve the use or storage of hazardous materials. No release of hazardous materials is foreseeable.

IX. HYDROLOGY/WATER QUALITY – Would the proposal result in:

- A. An increase in pollutant discharges, including down stream sedimentation, to receiving waters during or following construction? Consider water quality parameters such as temperature dissolved oxygen, turbidity and other typical storm water pollutants?

The proposed project is required to comply with City, Local, and State Stormwater Regulations, which will minimize the potential for increased pollutant discharges. However due to the project's immediate proximity to three 303d listed water bodies (one for sedimentation/siltation) there is the potential that the project could result in an increase in pollutant discharges downstream, particularly downstream sedimentation during construction. The potential for construction phase increases in pollutant discharges can be minimized through the development and implementation of a construction phase SWPPP (per current National Pollutant Discharge Elimination System permit requirements).

—            X            —

- B. An increase in impervious surfaces and associated increased runoff?

The project will create minor increases in impervious surfaces and therefore, there is a potential for associated increased runoff without implementation of appropriate mitigation measures.

—            X            —

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
C. Substantial alteration to on- and off-site drainage patterns due to changes in runoff flow rates or volumes?			
<u>The proposed pavement, cuts and fills, retaining walls, and bridges required for construction of the bike path alignment have the potential to alter the runoff flow rates and/or volumes, and therefore there is an associated chance that there could be localized changes in on- or off-site drainage patterns without implementation of appropriate mitigation measures.</u>	—	<u>X</u>	—
D. Discharge of identified pollutants to an already impaired water body (as listed on the Clean Water Act Section 303(d) list)?			
<u>There is the potential that the project could discharge identified pollutants to an already impaired water body, particularly sediment during the construction phase. There is a low potential that the project could discharge significant amounts of sediment, toxic sediment, phosphorous, or TDS after construction.</u>	—	<u>X</u>	—
E. A potentially significant adverse impact on ground water quality?			
<u>There is a low probability that the project will cause significant adverse impacts to ground water quality.</u>	—	—	<u>X</u>
F. Cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?			
<u>The project is located in and along several FEMA designated 100-year floodplains / floodways and three 303(d) listed waterbodies so there is a small potential for degradation of receiving water quality objectives and floodplain beneficial uses if there is significant paving or encroachment into the floodplain/floodway or 303(d) listed waterbody.</u>	—	<u>X</u>	—

Yes    Maybe    No

X. LAND USE – Would the proposal result in:

- A. A land use which is inconsistent with the adopted community plan land use designation for the site or conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over a project?

The proposed project is generally consistent with the land use plans, zoning designations, policies and regulations of the City of San Diego and the affected communities of UTC and Torrey Pine. However, retaining wall heights in the project design are not in compliance with general development regulations governing retaining wall heights (Chapter 14, Article 2, Division 3, City of San Diego Municipal Code). Additionally grading and cut and fill operations may require design exception permits or variances (Chapter 14, Article 2, Division 1, City of San Diego Municipal Code).

—    X    —

- B. A conflict with the goals, objectives and recommendations of the community plan in which it is located?

The proposed project is consistent with the goals, objectives and recommendations of the City of San Diego and the affected communities of UTC and Torrey Pines, which have indicated a need for linked bikeway and pedestrian paths along these routes.

—    —    X

- C. A conflict with adopted environmental plans, including applicable habitat conservation plans adopted for the purpose of avoiding or mitigating an environmental effect for the area?

The proposed bike path alignment would not conflict with adopted environmental plans because bike trail facilities are a compatible use in the Multiple Habitat Planning Area (MHPA).

—    —    X

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
D. Physically divide an established community?			
<u>The proposed bike path alignment will not divide an established community. On the contrary, it is designed to link surrounding communities.</u>	—	—	<u>X</u>
E. Land uses which are not compatible with aircraft accident potential as defined by an adopted Airport Land Use Compatibility Plan?			
<u>The proposed bike path alignment is not within an airport overlay zone, nor would it trigger a requirement for an FAA notice.</u>	—	—	<u>X</u>
XI. NOISE – Would the proposal result in:			
A. A significant increase in the existing ambient noise levels?			
<u>A temporary increase in noise may occur during project construction activity. However, construction noise that complies with the City of San Diego Municipal Code is not considered a significant impact per the City's Significance Determination Thresholds (Feb. 2004).</u>	—	—	<u>X</u>
B. Exposure of people to noise levels which exceed the City's adopted noise ordinance?			
<u>The Project will not involve changes of land uses or zoning that might otherwise potentially create opportunity for exposure.</u>	—	—	<u>X</u>
C. Exposure of people to current or future transportation noise levels which exceed standards established in the Transportation Element of the General Plan or an adopted Airport Land Use Compatibility Plan?			
<u>The Project will not involve changes of land uses or zoning that might otherwise potentially create opportunity for exposure.</u>	—	—	<u>X</u>

Yes    Maybe    No

XII. PALEONTOLOGICAL RESOURCES - Would the proposal impact:

- A. unique paleontological resource or site or unique geologic feature?

The proposed project is underlain with four geologic formations which have been assigned a high fossil resource potential. Paleontological monitoring would be required as the site may have significant paleontological resources. See Section IV of the Initial Study, Paleontological Resources.

—    X    —

XIII. POPULATION AND HOUSING – Would the proposal:

- A. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The proposed bike path alignment does not propose any new homes, businesses, or extension of roads or other infrastructure.

—    —    X

- B. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

The proposed bike path alignment would not displace existing housing.

—    —    X

- C. Alter the planned location, distribution, density or growth rate of the population of an area?

The proposed bike path alignment will not alter the planned location, distribution, density or growth rate of the population of an area.

—    —    X

Yes   Maybe   No

XIV. PUBLIC SERVICES – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service level ratios, response times or other performance objectives for any of the public services:

A. Fire protection?

The proposed bike path alignment would not impact acceptable service response times regarding fire protection. The proposed project is within an urbanized area.

—   —   X

B. Police protection?

The proposed bike path alignment would not impact acceptable service response times regarding police protection. The proposed project is within an urbanized area.

—   —   X

C. Schools?

The proposed bike path alignment would not result in the need or impact such services.

—   —   X

D. Parks or other recreational facilities?

The proposed bike path alignment will not have a substantial impact on other parks or recreational facilities.

—   —   X

E. Maintenance of public facilities, including roads?

The proposed bike path alignment may include the maintenance of public facilities, including roads.

—   X   —

F. Other governmental services?

The proposed project is within an urbanized area and all services exist.

—   —   X

Yes    Maybe    No

XV. RECREATIONAL RESOURCES – Would the proposal result in:

A. 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 proposed bike path alignment would increase bicycle/pedestrian recreational uses within the area. However, this increase would not adversely impact or accelerate the physical deterioration of existing recreational facilities.

—            —            X

B. 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 proposed bike path alignment would introduce a new recreational facility that may have an adverse physical effect on the environment. See IV Discussion; Historical Resources, Biological Resources, Paleontological Resources, Hydrology/Water Quality, and Visual Resources.

—            X            —

XVI. TRANSPORTATION/CIRCULATION – Would the proposal result in:

A. Traffic generation in excess of specific/community plan allocation?

The proposed bike path alignment would decrease the amount of traffic in the area as more commuters would chose to ride their bikes or walk to work. Therefore, the proposed project would not generate excess traffic specific to community plan allocation.

—            —            X

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
B. An increase in projected traffic which is substantial in relation to the existing traffic load and capacity of the street system?			
<u>The proposed bike path alignment would decrease the amount of traffic in the area as more commuters would chose to ride their bikes or walk to work. Therefore, the proposed project would not generate excessive traffic to the area.</u>	—	—	<u>X</u>
C. An increased demand for off-site parking?			
<u>The proposed bike path alignment would involve the construction of new trail heads which may increase the demand for off-site parking.</u>	—	<u>X</u>	—
D. Effects on existing parking?			
<u>The proposed bike path alignment would involve the construction of new trail heads which may increase the demand for off-site parking.</u>	—	<u>X</u>	—
E. Substantial impact upon existing or planned transportation systems?			
<u>The proposed bike path alignment would not impact upon existing or planned transportation systems.</u>	—	—	<u>X</u>
F. Alterations to present circulation movements including effects on existing public access to beaches, parks, or other open space areas?			
<u>The proposed bike path alignment would increase public access to beaches, parks, or other open space areas.</u>	—	—	<u>X</u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
G. Increase in traffic hazards for motor vehicles, bicyclists or pedestrians due to a proposed, non-standard design feature (e.g., poor sight distance or driveway onto an access-restricted roadway)?			
<u>The proposed bike path alignment would require CALTRANS bike trail design exceptions for Roselle Canyon which may increase traffic hazards for bicyclists or pedestrians.</u>	—	<u>X</u>	—
H. A conflict with adopted policies, plans or programs supporting alternative transportation models (e.g., bus turnouts, bicycle racks)?			
<u>The proposed bike path alignment would not create such conflict with adopted policies, plans or programs supporting alternative transportation.</u>	—	—	<u>X</u>

XVII. UTILITIES

Would the proposal result in a need for new systems, or require substantial alterations to existing utilities, including:

A. Natural gas?			
<u>The proposed bike path alignment would not have in impact on existing or new natural gas systems.</u>	—	—	<u>X</u>
B. Communications systems?			
<u>The proposed bike path alignment would not have in impact on existing or new communication systems.</u>	—	—	<u>X</u>
C. Water?			
<u>The proposed bike path alignment may have an impact on existing water systems on East Gate Mall Road.</u>	—	<u>X</u>	—
D. Sewer?			
<u>The proposed bike path alignment may have an impact on existing sewer systems in Roselle Canyon.</u>	—	<u>X</u>	—

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
E. Storm water drainage?			
<u>The proposed bike path alignment may construct a new or alter an existing storm drainage system.</u>	—	<u>X</u>	—
F. Solid waste disposal?			
<u>The proposed bike path alignment will not impact solid waste disposal.</u>	—	—	<u>X</u>
XVIII. WATER CONSERVATION – Would the proposal result in:			
A. Use of excessive amounts of water?			
<u>The proposed project would not result in excessive water use.</u>	—	—	<u>X</u>
B. Landscaping which is predominantly non-drought resistant vegetation?			
<u>Required landscaping would be consistent with the City's Landscaping Regulations.</u>	—	—	<u>X</u>
XIX. MANDATORY FINDINGS OF SIGNIFICANCE:			
A. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?			
<u>There is a potential for impacts to biological resources, historical resources, and paleontological resources. See Initial Study discussion, Section IV, Biological Resources, Historical Resources, and Paleontological Resources.</u>	—	<u>X</u>	—

Yes    Maybe    No

- B. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts would endure well into the future.)

—    X    —

There is a potential for short-term impacts to biological resources, historical resources, and paleontological resources if mitigation is not proposed. See Initial Study discussion, Section IV, Biological Resources, Historical Resources, and Paleontological Resources.

- C. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment are significant.)

—    —    X

The proposed bike path alignment would not have cumulative impacts.

- D. Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?

—    X    —

The project could have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. See Initial Study Discussion, Section IV, Visual Resources.

## INITIAL STUDY CHECKLIST

### REFERENCES

#### I. Aesthetics / Neighborhood Character

- \_\_\_\_\_ City of San Diego Progress Guide and General Plan.  
  X   Community Plan.  
\_\_\_\_\_ Local Coastal Plan.

#### II. Agricultural Resources / Natural Resources / Mineral Resources

- \_\_\_\_\_ City of San Diego Progress Guide and General Plan.  
\_\_\_\_\_ U.S. Department of Agriculture, Soil Survey - San Diego Area, California, Part I and II, 1973.  
\_\_\_\_\_ California Department of Conservation - Division of Mines and Geology, Mineral Land Classification.  
\_\_\_\_\_ Division of Mines and Geology, Special Report 153 - Significant Resources Maps.  
\_\_\_\_\_ Site Specific Report:

#### III. Air N/A

- \_\_\_\_\_ California Clean Air Act Guidelines (Indirect Source Control Programs) 1990.  
\_\_\_\_\_ Regional Air Quality Strategies (RAQS) - APCD.  
\_\_\_\_\_ Site Specific Report:

#### IV. Biology

- X   City of San Diego, Multiple Species Conservation Program (MSCP), Subarea Plan, 1997  
  X   City of San Diego, MSCP, "Vegetation Communities with Sensitive Species and Vernal Pools" maps, 1996.  
  
  X   City of San Diego, MSCP, "Multiple Habitat Planning Area" maps, 1997  
\_\_\_\_\_ Community Plan - Resource Element.  
  
  X   California Department of Fish and Game, California Natural Diversity Database, "State and Federally-listed Endangered, Threatened, and Rare Plants of California," January 2001.  
  
  X   California Department of Fish & Game, California Natural Diversity Database, "State and Federally-listed Endangered and Threatened Animals of California," January 2001  
  
  X   City of San Diego Land Development Code Biology Guidelines.  
  
  X   California Natural Diversity Database, 2007. <http://www.dfg.ca.gov/bdb/html/cnddb.html>

X          CNPS. 2001. Inventory of Rare and Endangered Plants of California (Sixth Edition). Rare Plant Scientific Advisory Committee, David P. Tibor, Convening Editor. California Native Plant Society. Sacramento, CA. x + 388 pp.

  X          County of San Diego, Department of Planning and Land Use. Biological Resources Mapping Requirements. Updated: 6/4/2002.

  X          Hickman, J.C. 1993. The Jepson manual: Higher Plants of California, University of California Press, Berkeley, CA, 1400 pp.

  X          Holland, R.F. 1986. Preliminary Descriptions of The Terrestrial Natural Communities of California, State of California, The Resources Agency.

  X          Lightner, James. 2004. San Diego County Native Plants. San Diego, CA.

  X          Simpson, M.G., and J.P. Rebman. 2001. Checklist of the Vascular Plants of San Diego County, Third Edition, 100 pp.

  X          Site Specific Report: 2006 and 2007 URS biological surveys (unpublished data)

**V.          Energy N/A**

**VI.         Geology/Soils**

  X          City of San Diego Seismic Safety Study.

  X          U.S. Department of Agriculture Soil Survey - San Diego Area, California, Part I and II, December 1973 and Part III, 1975.

\_\_\_\_\_  Site Specific Report:

**VII.         Historical Resources**

  X          City of San Diego Historical Resources Guidelines.

\_\_\_\_\_  City of San Diego Archaeology Library.

  X          Historical Resources Board List.

\_\_\_\_\_  Community Historical Survey:

  X          South Coastal Informational Center (SCIC)

  X          Native American Heritage Commission (NAHC)

\_\_\_\_\_  Site Specific Report:

**VIII.        Human Health / Public Safety / Hazardous Materials**

\_\_\_\_\_  San Diego County Hazardous Materials Environmental Assessment Listing, 2006.

\_\_\_\_\_  San Diego County Hazardous Materials Management Division

\_\_\_\_\_  FAA Determination

\_\_\_\_\_ State Assessment and Mitigation, Unauthorized Release Listing, Public Use Authorized 1995.

\_\_\_\_\_ Airport Land Use Compatibility Plan.

\_\_\_\_\_ Site Specific Report:

**IX. Hydrology/Water Quality**

  X   Federal Emergency Management Agency (FEMA), National Flood Insurance Program Flood Insurance Rate Maps (FIRM) for City of San Diego, dated June 19, 1997.

  X   Clean Water Act Section 303(b) list, final dated 2003, proposed dated 2006 ([http://www.swrcb.ca.gov/tmdl/303d\\_lists.html](http://www.swrcb.ca.gov/tmdl/303d_lists.html)).

**X. Land Use**

\_\_\_\_\_ City of San Diego Progress Guide and General Plan.

  X   Community Plan.

\_\_\_\_\_ Airport Land Use Compatibility Plan.

  X   City of San Diego Zoning Maps

\_\_\_\_\_ FAA Determination

**XI. Noise**

- \_\_\_\_\_ Community Plan
- \_\_\_\_\_ San Diego International Airport - Lindbergh Field CNEL Maps.
- \_\_\_\_\_ Brown Field Airport Master Plan CNEL Maps.
- \_\_\_\_\_ Montgomery Field CNEL Maps.
- \_\_\_\_\_ San Diego Association of Governments - San Diego Regional Average Weekday Traffic Volumes.
- \_\_\_\_\_ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG.
- \_\_\_\_\_ City of San Diego Progress Guide and General Plan.
- X City of San Diego Significance Determination Thresholds (CEQA)
- X San Diego Municipal Code – Chapter 5, Article 9.5, Noise Abatement and Control
- X San Diego City Transportation Element of the General Plan
- \_\_\_\_\_ Site Specific Report:

**XII. Paleontological Resources**

- X City of San Diego Paleontological Guidelines
- \_\_\_\_\_ Deméré, Thomas A., and Stephen L. Walsh, "Paleontological Resources City of San Diego," Department of Paleontology San Diego Natural History Museum, 1996.
- \_\_\_\_\_ Kennedy, Michael P., and Gary L. Peterson, "Geology of the San Diego Metropolitan Area, California. Del Mar, La Jolla, Point Loma, La Mesa, Poway, and SW ¼ Escondido 7 1/2 Minute Quadrangles," California Division of Mines and Geology Bulletin 200, Sacramento, 1975.
- X Kennedy, Michael P., and Siang S. Tan, "Geology of National City, Imperial Beach and Otay Mesa Quadrangles, Southern San Diego Metropolitan Area, California," Map Sheet 29, 1977.
- \_\_\_\_\_ Site Specific Report:

**XIII. Population / Housing**

- \_\_\_\_\_ City of San Diego Progress Guide and General Plan.
- \_\_\_\_\_ Community Plan.

\_\_\_\_\_ Series 8 Population Forecasts, SANDAG.

\_\_\_\_\_ Other:

**XIV. Public Services**

\_\_\_\_\_ City of San Diego Progress Guide and General Plan.

\_\_\_\_\_ Community Plan.

**XV. Recreational Resources**

\_\_\_\_\_ City of San Diego Progress Guide and General Plan.

  X   Community Plan.

\_\_\_\_\_ Department of Park and Recreation

  X   City of San Diego - San Diego Regional Bicycling Map

\_\_\_\_\_ Additional Resources:

**XVI. Transportation / Circulation**

\_\_\_\_\_ City of San Diego Progress Guide and General Plan.

\_\_\_\_\_ Community Plan.

\_\_\_\_\_ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG.

\_\_\_\_\_ San Diego Region Weekday Traffic Volumes, SANDAG.

  X   Site Specific Report: San Diego Region Bicycle Map, 2007

**XVII. Utilities**

  X   City of San Diego – As Built

**XVIII. Water Conservation N/A**

**Revised 01/04**

Revised September 2001