



THE CITY OF SAN DIEGO

MITIGATED NEGATIVE DECLARATION

Project No. 644885
SCH No. 2021060230

SUBJECT: Coastal Rail Trail SDP: The City of San Diego (City) proposes to construct the an approximately 1.8 mile long segment of the Coastal Rail Trail bicycle facilities located on Gilman Drive between the University of California, San Diego (UCSD) campus and the Rose Canyon Bikeway within both the La Jolla and University Community Planning Areas (USGS 7.5' Topographic Quadrangle: La Jolla). It is approximately 1.8-miles long, and represents Segment 9 of the CRT Project Study Report. Natural open space is present on steep, eroded slopes (15% to 45%), and in a drainage that parallels Gilman Drive from Via Alicante to the I-5 freeway (at the base of the slope along the east side of the roadway). The site is located within and adjacent to the Multi-Habitat Planning Area (MHPA) of the City of San Diego's Multiple Species Conservation Program (MSCP) Subarea Plan.

The proposed project includes a one-way protected cycle track on each side of Gilman Drive and a continuous sidewalk on the west side of Gilman Drive over a project distance of approximately 8,800 linear feet. The cycle track will be separated from vehicular traffic by a raised median, striping, flexible posts, on-street parking, or other physical barrier. To accommodate the cycle tracks, the project would include roadway widenings on the west side of Gilman Drive from Villa La Jolla Drive southerly to an existing private driveway (an approximate distance of 3,000 linear feet). Roadway widenings would occur on the east side of Gilman Drive from Via Alicante to the Interstate 5 (I-5) southbound off-ramp (an approximate distance of 4,500 linear feet) along with construction of a 2-foot recovery slope adjacent to the cycle track along portions of the natural area from Via Alicante to I-5. In addition to roadway widening, the project includes roadway re-striping, street lighting, landscaping, retaining walls, drainage improvements, bus stop improvements and traffic signal modifications. The existing traffic signals at I-5, Via Alicante and Villa La Jolla Drive would be modified to work in conjunction with the proposed improvements.

Retaining walls would be required on the west side of Gilman Drive from just north of Villa La Jolla Drive to Via Alicante (an approximate distance of 1,054 LF) and from a point south of Via Alicante to a private driveway at La Jolla Hideaway private apartments (an approximate distance of 1,120 LF). The walls would range from heights between three and seventeen feet.

A new sidewalk would be constructed along the west side of Gilman Drive to connect existing sidewalk segments and create a continuous sidewalk along the entire west side. The sidewalks would be directly next to the proposed retaining walls. The sidewalks on the east side of Gilman Drive north of Via Alicante to La Jolla Village Drive would remain in place, and a new sidewalk would not be constructed on the east side of Gilman Drive south of Via Alicante.

Parallel parking would be protected along both sides of Gilman Drive most of the length between the La Jolla Village Drive ramps and Villa La Jolla Drive, and on the east side, south to Via Alicante. Additional parallel parking would be provided along the west side near the existing apartments and private driveways along the southern portion of the project. The parking spaces would be part of the buffer between the cycle track and vehicular traffic. In these areas, the raised buffer would not be constructed, rather, the cycle track and parking would be separated by a striped buffer.

Street lighting would be provided along Gilman Drive along the length of the project. The lighting would be installed per City of San Diego street lighting standards, with light standards on both sides of the street at 300-foot intervals. The lighting would be fully shielded to not shine in adjacent houses or open space areas, and would conform to dark sky glare reduction standards as well.

Existing storm drains within open space are undersized and have failed causing erosion. The storm drains are subject to improvements and will include the construction of: curb and gutters, curb inlets, cleanouts, storm drains, and brow ditches in order to comply with the City's Region MS4 Permit, and the City of San Diego's Storm Water Standards BMP Design Manual dated 2018 at the preparation of this report.

A raised curb buffer would be placed on either side of the bus stop passenger waiting area. The bus stops on the west (southbound) side of Gilman Drive would remain at the sidewalk, and busses would pull into the cycle track area to pick up passengers.

Green paint and striping would highlight the cycle track at intersections and bus stops. Raised buffers also would be constructed on either side of driveway intersections where the cycle track is separated from driving lanes by painted stripes. The traffic signals at Villa La Jolla would be shifted to accommodate the project, and a new traffic signal would be added at La Jolla Village Drive.

Acquisition of additional roadway right-of-way (ROW) is required from several parcels east of Gilman Drive, south of Via Alicante, and temporary construction easements are required for several parcels for slope grading and retaining wall construction.

APPLICANT: City of San Diego Engineering and Capital Projects Department.

Update 9/27/2021

Minor revisions have been made to the draft Mitigated Negative Declaration (MND). Revisions to the language would appear in strikeout and underline format. As such, no recirculation of the MND is required. In accordance with the California Environmental Quality Act, Section 15073.5 (c)(4), the addition of new information that clarifies, amplifies, or makes insignificant modification does not require recirculation as there are no new impacts and no new mitigation identified. An environmental document need only be recirculated where there is identification of new significant environmental impact or the addition or a new mitigation measure required to avoid a significant environmental impact.

I. PROJECT DESCRIPTION:

See attached Initial Study.

II. ENVIRONMENTAL SETTING:

The project area is located along the boundary of the La Jolla and University community planning areas in the City of San Diego. It is located along an approximately 1.8-mile segment of the Coastal Rail Trail bicycle facilities on Gilman Drive between the University of California, San Diego (UCSD) campus and the Rose Canyon Bikeway near Interstate 5 (USGS 7.5' Topographic Quadrangle: La Jolla). The approximately 1.8 miles long segment represents Segment 9 of the CRT Project Study Report.

III. DETERMINATION:

The City of San Diego conducted an Initial Study which determined that the proposed project could have a significant environmental effect in the following areas(s): **Biological Resources, Cultural Resources (Archaeology), and Tribal Cultural Resources**. Subsequent revisions in the project proposal create the specific mitigation identified in Section V of this Mitigated Negative Declaration. The project as revised now avoids or mitigates the potentially significant environmental effects previously identified, and the preparation of an Environmental Impact Report will not be required.

IV. DOCUMENTATION:

The attached Initial Study documents the reasons to support the above Determination.

V. MITIGATION, MONITORING AND REPORTING PROGRAM:

A. GENERAL REQUIREMENTS - PART I

Plan Check Phase (prior to permit issuance)

1. Prior to the issuance of a Notice To Proceed (NTP) for a subdivision, or any construction permits, such as Demolition, Grading or Building, or beginning any construction related activity on-site, the Development Services Department (DSD) Director's Environmental Designee (ED) shall review and approve all Construction Documents (CD), (plans, specification, details, etc.) to ensure the MMRP requirements are incorporated into the design.

2. In addition, the ED shall verify that the MMRP Conditions/Notes that apply ONLY to the construction phases of this project are included VERBATIM, under the heading, **"ENVIRONMENTAL/MITIGATION REQUIREMENTS."**

3. These notes must be shown within the first three (3) sheets of the construction documents in the format specified for engineering construction document templates as shown on the City website:

<http://www.sandiego.gov/development-services/industry/standtemp.shtml>

4. The **TITLE INDEX SHEET** must also show on which pages the "Environmental/Mitigation Requirements" notes are provided.

B. GENERAL REQUIREMENTS - PART II

Post Plan Check (After permit issuance/Prior to start of construction)

1. PRECONSTRUCTION (Precon) MEETING IS REQUIRED PRIOR TO BEGINNING ANY WORK ON THIS PROJECT. The PERMIT HOLDER/OWNER is responsible to arrange and perform this meeting by contacting the CITY RESIDENT ENGINEER (RE) of the Field Engineering Division and City staff from MITIGATION MONITORING COORDINATION (MMC). Attendees must also include the Permit holder's Representative(s), Job Site Superintendent and the following consultants:

Qualified Biologist

Qualified Archaeologist

Qualified Native American Monitor

Failure of all responsible Permit Holder's representatives and consultants to attend shall require an additional meeting with all parties present.

CONTACT INFORMATION:

- a) The PRIMARY POINT OF CONTACT is the **RE** at the **Field Engineering Division – 858- 627-3200**
- b) For Clarification of ENVIRONMENTAL REQUIREMENTS, it is also required to call **RE and MMC at 858-627-3360**

2. MMRP COMPLIANCE: This Project, Project Tracking System (PTS) #658793 and /or Environmental Document # 658793, shall conform to the mitigation requirements contained in the associated Environmental Document and implemented to the satisfaction of the DSD's Environmental Designee (MMC) and the City Engineer (RE). The requirements may not be reduced or changed but may be annotated (i.e. to explain when and how compliance is being met and location of verifying proof, etc.). Additional clarifying information may also be added to other relevant plan sheets and/or specifications as appropriate (i.e., specific locations, times of monitoring, methodology, etc.)

Permit Holder's Representatives must alert RE and MMC if there are any discrepancies in the plans or notes, or any changes due to field conditions. All conflicts must be approved by RE and MMC BEFORE the work is performed.

3. OTHER AGENCY REQUIREMENTS: Evidence of compliance with all other agency requirements or permits shall be submitted to the RE and MMC for review and acceptance prior to the beginning of work or within one week of the Permit Holder obtaining documentation of those permits or requirements. Evidence shall include either copies of permits issued, letters of resolution issued by the Responsible Agency documenting compliance, or other evidence documenting compliance and deemed acceptable by the ADD Environmental Designee.

4. MONITORING EXHIBITS

All consultants are required to submit to RE and MMC a monitoring exhibit on a 11x17 reduction of the appropriate construction plan, such as site plan, grading, landscape, etc., marked to clearly show the specific areas including the **LIMIT OF WORK**, scope of that discipline's work, and notes indicating when in the construction schedule that work will be performed. When necessary for clarification, a detailed methodology of how the work will be performed shall be included.

5. OTHER SUBMITTALS AND INSPECTIONS:

The Permit Holder/Owner's representative shall submit all required documentation, verification letters, and requests for all associated inspections to the RE and MMC for approval per the following schedule:

Issue Area	Document Submittal	Associated Inspection/Approvals/Notes
General	Consultant Qualification Letters	Prior to Precon Meeting
General	Consultant Construction Monitoring Exhibits	Prior to or at Preconstruction Meeting
Biological Resources	Biologist Limit of Work Verification	Limit of Work Inspection
Biological Resources	Biology Reports	Biology/Habitat Restoration Inspection
Archaeological Resources	Archaeology Reports	Archaeology/Historic Site Observation
Tribal Cultural Resources	Archaeology Reports	Archaeology/Historic Site Observation
Bond Release	Request for Bond Release Letter	Final MMRP Inspections Prior to Bond Release Letter

C. SPECIFIC MMRP ISSUE AREA CONDITIONS/REQUIREMENTS

BIOLOGICAL RESOURCES

The following are measures to mitigate for direct impacts to sensitive upland habitat and City wetlands.

BIO-1: All direct permanent and temporary impacts to sensitive upland habitats and City wetlands will be mitigated consistent with City Guidelines.

- Direct impacts (permanent and temporary) to a total of 2.022 acres of Tier II sensitive upland habitats [*Artemisia californica* – *Salvia mellifera* Association, (Disturbed *Artemisia californica* – *Salvia mellifera* Association), *Salvia mellifera* – *Eriogonum fasciculatum*, (Disturbed *Salvia mellifera* – *Eriogonum fasciculatum* Association), and *Toxicodendron diversilobum* Shrubland Alliance] will be mitigated at a 1:1 ratio for a total of 2.022 acres and mitigated offsite with the purchase of credits from the City of San Diego's Habitat Acquisition Fund (HAF) per San Diego

Municipal Code § 143.0141(a)(1)(C). HAF monies are used to purchase lands within the MHPA and are collected by the City's Facilities Financing Division. The City currently charges \$35,000 per acre purchased plus a 10% administration fee; however, note that the fee is revised periodically and may be different at time of payment than the amount noted herein.

- Direct impacts (permanent and temporary) to sensitive riparian habitats including 0.028-acre of *Quercus agrifolia* – *Salix lasiolepis* Association (southern riparian woodland) and 0.270-acre of *Salix lasiolepis* Association (southern riparian scrub) will be mitigated at a 3:1 ratio for riparian woodland and a 2:1 ratio for riparian scrub for a total of 0.624-acre. Mitigation will occur offsite through allocation of credits at the City's Stadium Mitigation Site. Permanent loss of riparian habitat under the jurisdiction of CDFW will be offset through allocation of rehabilitation credits. Temporary loss of riparian habitat under the jurisdiction of CDFW will be offset through the allocation of enhancement credits.

CULTURAL RESOURCES (ARCHAEOLOGY)

Proposed open trenching in undisturbed soil outside of the developed right of way will require archaeological and Native American Monitoring.

CUL-1:

I. Prior to Permit Issuance or Bid Opening/Bid Award

A. Entitlements Plan Check

1. Prior to permit issuance or Bid Opening/Bid Award, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Archaeological Monitoring and Native American monitoring have been noted on the applicable construction documents through the plan check process.

B. Letters of Qualification have been submitted to ADD

1. Prior to Bid Award, the applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation.

2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project meet the qualifications established in the HRG.

3. Prior to the start of work, the applicant must obtain written approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site-specific records search (quarter-mile radius) has been completed. Verification includes, but is not limited to a copy of a confirmation letter from South Coastal Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.

2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.
3. The PI may submit a detailed letter to MMC requesting a reduction to the ¼ mile radius.
 - B. PI Shall Attend Precon Meetings
1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, Native American consultant/monitor (where Native American resources may be impacted), Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified Archaeologist and Native American Monitor shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor.
 - a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.
2. Acknowledgement of Responsibility for Curation (CIP or Other Public Projects)

The applicant shall submit a letter to MMC acknowledging their responsibility for the cost of curation associated with all phases of the archaeological monitoring program.
3. Identify Areas to be Monitored

Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) (with verification that the AME has been reviewed and approved by the Native American consultant/monitor when Native American resources may be impacted) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits.

The AME shall be based on the results of a site-specific records search as well as information regarding the age of existing pipelines, laterals and associated appurtenances and/or any known soil conditions (native or formation).

MMC shall notify the PI that the AME has been approved.
4. When Monitoring Will Occur
 - a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.
 - b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as age of existing pipe to be replaced, depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present.
5. Approval of AME and Construction Schedule

After approval of the AME by MMC, the PI shall submit to MMC written authorization of the AME and Construction Schedule from the CM.

III. During Construction

- A. Monitor Shall be Present During Grading/Excavation/Trenching
1. The Archaeological Monitor shall be present full-time during all soil disturbing and grading/excavation/trenching activities which could result in impacts to archaeological resources as identified on the AME. The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the

area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the AME.

2. The Native American consultant/monitor shall determine the extent of their presence during soil disturbing and grading/excavation/trenching activities based on the AME and provide that information to the PI and MMC. If prehistoric resources are encountered during the Native American consultant/monitor's absence, work shall stop and the Discovery Notification Process detailed in Section III.B-C and IV.A-D shall commence.

3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present.

4. The archaeological and Native American consultant/monitor shall document field activity via the Consultant Site Visit Record (CSVSR). The CSVSR's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC.

B. Discovery Notification Process

1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil disturbing activities, including but not limited to digging, trenching, excavating or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the RE or BI, as appropriate.

2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.

3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.

4. No soil shall be exported off-site until a determination can be made regarding the significance of the resource specifically if Native American resources are encountered.

C. Determination of Significance

1. The PI and Native American consultant/monitor, where Native American resources are discovered shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below.

a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required.

b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) and obtain written approval of the program from MMC, CM and RE. ADRP and any mitigation must be approved by MMC, RE and/or CM before ground disturbing activities in the area of discovery will be allowed to resume. Note: If a unique archaeological site is also an historical resource as defined in CEQA Section 15064.5, then the limits on the amount(s) that a project applicant may be required to pay to cover mitigation costs as indicated in CEQA Section 21083.2 shall not apply.

(1). Note: For pipeline trenching and other linear projects in the public Right-of-Way, the PI shall implement the Discovery Process for Pipeline Trenching projects identified below under "D."

c. If the resource is not significant, the PI shall submit a letter to MMC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.

(1). Note: For Pipeline Trenching and other linear projects in the public Right-of-Way, if the deposit is limited in size, both in length and depth; the information value is limited and is not

associated with any other resource; and there are no unique features/artifacts associated with the deposit, the discovery should be considered not significant.

(2). Note, for Pipeline Trenching and other linear projects in the public Right-of-Way, if significance cannot be determined, the Final Monitoring Report and Site Record (DPR Form 523A/B) shall identify the discovery as Potentially Significant.

D. Discovery Process for Significant Resources - Pipeline Trenching and other Linear Projects in the Public Right-of-Way

The following procedure constitutes adequate mitigation of a significant discovery encountered during pipeline trenching activities or for other linear project types within the Public Right-of-Way including but not limited to excavation for jacking pits, receiving pits, laterals, and manholes to reduce impacts to below a level of significance:

1. Procedures for documentation, curation and reporting

a. One hundred percent of the artifacts within the trench alignment and width shall be documented in-situ, to include photographic records, plan view of the trench and profiles of side walls, recovered, photographed after cleaning and analyzed and curated. The remainder of the deposit within the limits of excavation (trench walls) shall be left intact.

b. The PI shall prepare a Draft Monitoring Report and submit to MMC via the RE as indicated in Section VI-A.

c. The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) the resource(s) encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines. The DPR forms shall be submitted to the South Coastal Information Center for either a Primary Record or SDI Number and included in the Final Monitoring Report.

d. The Final Monitoring Report shall include a recommendation for monitoring of any future work in the vicinity of the resource.

IV. Discovery of Human Remains

If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains; and the following procedures as set forth in CEQA Section 15064.5(e), the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken:

A. Notification

1. Archaeological Monitor shall notify the RE or BI as appropriate, MMC, and the PI, if the Monitor is not qualified as a PI. MMC will notify the appropriate Senior Planner in the Environmental Analysis Section (EAS) of the Development Services Department to assist with the discovery notification process.

2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone.

B. Isolate discovery site

1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenience of the remains.

2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenience.

3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin.

C. If Human Remains ARE determined to be Native American

1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, ONLY the Medical Examiner can make this call.
2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.
3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e), the California Public Resources and Health & Safety Codes.
4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods.
5. Disposition of Native American Human Remains will be determined between the MLD and the PI, and, if:
 - a. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission granted access to the site, OR;
 - b. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner, the landowner shall reinter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance, THEN
 - c. To protect these sites, the landowner shall do one or more of the following:
 - (1) Record the site with the NAHC;
 - (2) Record an open space or conservation easement; or
 - (3) Record a document with the County. The document shall be titled "Notice of Reinterment of Native American Remains" and shall include a legal description of the property, the name of the property owner, and the owner's acknowledged signature, in addition to any other information required by PRC 5097.98. The document shall be indexed as a notice under the name of the owner.
 - d. Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures the human remains and items associated and buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above.
- D. If Human Remains are NOT Native American
 1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial.
 2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98).
 3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with MMC, EAS, the applicant/landowner, any known descendant group, and the San Diego Museum of Man.

V. Night and/or Weekend Work

- A. If night and/or weekend work is included in the contract

1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.
2. The following procedures shall be followed.
 - a. No Discoveries
In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSV and submit to MMC via fax by 8AM of the next business day.
 - b. Discoveries
All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV - Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery.
 - c. Potentially Significant Discoveries
If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction and IV-Discovery of Human Remains shall be followed.
 - d. The PI shall immediately contact the RE and MMC, or by 8AM of the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.
- B. If night and/or weekend work becomes necessary during the course of construction
 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.
 2. The RE, or BI, as appropriate, shall notify MMC immediately.
- C. All other procedures described above shall apply, as appropriate.

VI. Post Construction

- A. Submittal of Draft Monitoring Report
 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines (Appendix C/D) which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC via the RE for review and approval within 90 days following the completion of monitoring. It should be noted that if the PI is unable to submit the Draft Monitoring Report within the allotted 90-day timeframe as a result of delays with analysis, special study results or other complex issues, a schedule shall be submitted to MMC establishing agreed due dates and the provision for submittal of monthly status reports until this measure can be met.
 - a. For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program or Pipeline Trenching Discovery Process shall be included in the Draft Monitoring Report.
 - b. Recording Sites with State of California Department of Parks and Recreation
The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report.
 2. MMC shall return the Draft Monitoring Report to the PI via the RE for revision or, for preparation of the Final Report.
 3. The PI shall submit revised Draft Monitoring Report to MMC via the RE for approval.
 4. MMC shall provide written verification to the PI of the approved report.

5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.
- B. Handling of Artifacts
 1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued
 2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.
- C. Curation of artifacts: Accession Agreement and Acceptance Verification
 1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American representative, as applicable.
 2. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance occurs in accordance with Section IV – Discovery of Human Remains, Subsection C.
 3. The PI shall submit the Accession Agreement and catalogue record(s) to the RE or BI, as appropriate for donor signature with a copy submitted to MMC.
 4. The RE or BI, as appropriate shall obtain signature on the Accession Agreement and shall return to PI with copy submitted to MMC.
 5. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.
- D. Final Monitoring Report(s)
 1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC of the approved report.
 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.

TRIBAL CULTURAL RESOURCES

Implementation of Mitigation Measure CUL-1 will reduce impacts to Tribal Cultural Resources to a less than significant level.

VI. PUBLIC REVIEW DISTRIBUTION:

Draft copies or notice of this Mitigated Negative Declaration were distributed to:

Federal Government

U.S. Fish & Wildlife Service

State of California

State Clearinghouse

California Department of Fish and Wildlife

Caltrans District 11

City of San Diego

Public Notice Journal (144)

Councilmember LaCava, District 1

City Attorney's Office

Development Services Department

Sara Osborn, EAS

Catherine Rom, Project Management

Sam Johnson, MMC

Kreg Mills, Geology

Philip Lizzi, Planning

Hoss Florezabihi, Engineering

Ismail Elhamad, Transportation

Engineering and Capital Projects Department

Alejandra Gonzalez Nava, Associate Engineer

Karl Lintvedt, Associate Planner

Jerry Jakubauskas, Senior Planner

Rebecca Alvidrez, Biologist III

Maya Mazon, Biologist III

Planning Department

Katie Winterspoon, Community Planner, University

Marlon Pangilinan, Community Planner, La Jolla

Dan Monroe, MSCP

University Community

UCSD Physical & Community Planning (277)

University City Community Planning (480)

The Guardian, UCSD (481)

University City Community Association (486)

La Jolla Community

La Jolla Community Planning (275)

La Jolla Village News (271)

La Jolla Town Council - Land Use Committee (273)

La Jolla Shores Association (272)

La Jolla Historical Society (274)

La Jolla Light (280)

Patricia K. Miller (283)

Other Interested Parties

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San Diego Audubon Society (167)

Mr. Jim Peugh (167A)

California Native Plant Society (170)

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UCSD Planning
BikeSD
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Dave Strom
David Horwitt
Heather Woodruff
John Howard
John Smith
JP Nevins
Kathleen Roth
Mary Storm
Mariam Lorentzen
Peter Kane
Phyllis Perlroth
Roy Tobin
Steve Myrick
Valentina Holroyd

VII. RESULTS OF PUBLIC REVIEW:

- () No comments were received during the public input period.
- () Comments were received but did not address the accuracy or completeness of the draft environmental document. No response is necessary and the letters are incorporated herein.

- (X) Comments addressing the accuracy or completeness of the draft environmental document were received during the public input period. The letters and responses are incorporated herein.

Copies of the draft Mitigated Negative Declaration, the Mitigation, Monitoring and Reporting Program and any Initial Study material are available in the office of the Development Services Department for review, or for purchase at the cost of reproduction.

Sara Osborn

Sara Osborn
Senior Planner
Development Services Department

6/3/2021

Date of Draft Report

10/1/2021

Date of Final Report

Analyst: Sara Osborn

Attachments:

1. Initial Study Checklist
2. Location Map

COMMENTS

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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



July 12, 2021

Sara Osborn
City of San Diego
1221 First Avenue, MS 501
San Diego, CA 92101
SOsborn@sandiego.gov

Subject: Comments on the Notice of Intent to Adopt a Mitigated Negative Declaration for the Coastal Rail Trail Site Development Permit (SDP) (SCH #2021060230)

Dear Ms. Osborn:

A-1

The Department of Fish and Wildlife (Department) has reviewed the above-referenced Notice of Intent to adopt a Mitigated Negative Declaration (MND) for the Coastal Rail Trail Site Development Permit (SDP) Project (Project) dated June 17, 2021. The City of San Diego (City) has an approved Subarea Plan (SAP) and Implementing Agreement (IA) under the Natural Community Conservation Planning program. The MND for the proposed project must ensure and verify that all requirements and conditions of the SAP and IA are met. The MND should also address biological issues that are not addressed in the SAP and IA, such as specific impacts to, and mitigation requirements for, wetlands or sensitive species and habitats that are not covered by the SAP and IA.

A-2

The Department is California's **Trustee Agency** for fish and wildlife resources, and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).) The Department, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (*Id.*, § 1802.) Similarly, for purposes of the California Environmental Quality Act (CEQA), the Department is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

A-3

The Department is also submitting comments as a **Responsible Agency** under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) The Department expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to the Department's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (Fish & G. Code, § 2050 et seq.), the project proponent may seek related take authorization as provided by the Fish and Game Code. The proposed Project involves construction of an approximately 1.8-mile segment of the Coastal Rail Trail bicycle route along Gilman Drive between the University of California, San Diego campus and the Rose Canyon Bikeway at Interstate 5. This is one segment of an approximately 44-mile regional bicycle route that will run between Oceanside, California, and the Santa Fe

RESPONSES

A. David Mayer - California Department of Fish and Wildlife

A-1. Comment noted. The comment does not address the adequacy of the draft Mitigated Negative Declaration. No further response is required.

A-2. Comment noted. The City acknowledges CDFW as a Trustee Agency. No further response is required.

A-3. Comment noted. The City acknowledges CDFW as a Responsible Agency. No further response is required.

COMMENTS

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Sara Osborn
City of San Diego
July 12, 2021
Page 2 of 5

Railroad Depot in downtown San Diego. The Project proposes a protected bicycle track on each side of Gilman Drive and a continuous pedestrian sidewalk on the west side of Gilman Drive. Construction also includes a raised median to separate the bicycle route from vehicular traffic, a two-foot recovery slope along the route adjacent to natural habitat, retaining walls for approximately 2,174 linear feet, roadway widening and re-striping, drainage improvements for failing existing storm drains along Gilman Drive, bus stop improvements, and traffic signal modifications.

The linear Project site begins several hundred feet north of the intersection of Gilman Drive and La Jolla Village Drive and terminates at the Rose Canyon Bikeway where Gilman Drive intersects with Interstate 5. At its furthest point, Gilman Drive is approximately 0.5 mile west of Interstate 5. The southern terminus of the Project is approximately 0.8 mile north of State Route 52. The surrounding land uses are primarily apartments and single-family homes, along with some natural areas present on steep and eroded slopes (15% to 45%).

The Project footprint currently supports eight vegetation community/land cover types (Oberbauer 2008): 1.26 acres of Diegan coastal sage scrub, 0.57 acre of disturbed Diegan coastal sage scrub, 0.19 acre of coastal sage scrub/chaparral transition, 0.03 acre of southern riparian woodland, 0.27 acre of southern riparian scrub, 0.14 acre of eucalyptus woodland, 2.79 acres of disturbed habitat, and 19.38 acres of urban/developed areas. The Project falls both outside and within the City's Multi-Habitat Planning Area (MHPA). The portion of the project within the MHPA will impact 0.23 acre of disturbed Diegan coastal sage scrub, 0.02 acre of coastal sage scrub/chaparral transition, 0.03 acre of southern riparian woodland, 0.07 acre of southern riparian scrub, 0.13 acre of eucalyptus woodland, and 0.07 acre of disturbed habitat. Following Table 3 (Upland Mitigation Ratios) within the City's Biology Guidelines, the proposed impacts for Tier II habitats (coastal sage scrub and coastal sage scrub/chaparral transition) will be mitigated at a 1:1 ratio for a total of 2.02 acres of mitigation required. Following Table 2A (Wetland Mitigation Ratios) within the City's Biology Guidelines, the proposed impacts for southern riparian woodland will be mitigated at a 3:1 ratio and the southern riparian scrub at a 2:1 ratio for a total of 0.62 acre of mitigation required. The City proposes to mitigate for the 2.02 acres of upland habitat impacts through payment into their Habitat Acquisition Fund. Impacts to wetland habitat is proposed to be mitigated by the City through the allocation of credits at the City's Stadium Mitigation Site.

Per the Biological Technical Report (BTR), there were two special status plant species observed adjacent and within the Project footprint: the Multiple Species Conservation Program (MSCP)-covered Torrey pine (*Pinus torreyana*; California Rare Plant Rank 1B.2) and Palmer's sagewort (*Artemisia palmeri*; California Rare Plant Rank 4.2). Twelve Torrey pines were observed adjacent to the Project footprint and will be completely avoided by construction activities. Eighteen of the fifty Palmer's sagewort individuals onsite will be permanently impacted through grading activities. Per the BTR, this species will be added to the planting palette for the Project's 25-month revegetation plan for temporary impacts.

Per the BTR, the Endangered Species Act-listed coastal California gnatcatcher (*Poliioptila californica californica*; gnatcatcher) was observed adjacent to the Project footprint on the east side of Gilman Drive within the 100-foot biological survey area. One pair was observed nesting during the 2018 United States Fish and Wildlife Service protocol surveys conducted for the Project. While Diegan coastal sage scrub will be permanently impacted by this project, preconstruction surveys will be performed. The City's Land Use Adjacency Guidelines will be

RESPONSES

A-4. Comment noted. This comment summarizes the project. No response is necessary.

A-5. Comment noted. This comment summarizes information provided in the Biological Technical Report. No response is necessary.

A-6. Comment noted. This comment summarizes information provided in the Biological Technical Report. No response is necessary.

COMMENTS

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Sara Osborn
City of San Diego
July 12, 2021
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followed to ensure there will be no direct or indirect impacts to these gnatcatchers or other birds nesting in the vicinity during construction.

A-7

The Department offers the following specific comments and recommendations to assist the City in avoiding, minimizing, and adequately mitigating Project-related impacts to biological resources, and to ensure that the Project is consistent with all applicable requirements of the SAP.

A-8

1. The BTR and MND both reference that 0.63 acre of impacts to wetland habitat will be mitigated through the allocation of credits at the City's Stadium Mitigation Site. The permanent loss of riparian habitat will be offset through allocation of rehabilitation credits, while temporary loss will be offset through allocation of enhancement credits. There is no description of the habitat types these credits cover at the mitigation site in the BTR or MND; nor is there a description of what enhancement or rehabilitation entails. Per the City's Biology Guidelines, it states that "any impacts to wetlands must be mitigated "in-kind" and achieve a "no-net loss" of wetland functions and values." The Department recommends the BTR and MND provide a more detailed description of the mitigation site and what habitat types are being used as credit, and discuss how rehabilitation and restoration will bring impacts to wetland habitat to below a level of significance.

A-9

2. The BTR mentions eighteen of the fifty Palmer's sagewort onsite will be permanently impacted by Project activities. With a California Rare Plant Rank of 4.2, this species is considered moderately threatened with a limited distribution in California. Per the BTR, this species will be included in the planting palette for the 25-month restoration plan for temporary Project impacts. The MND mentions this species is not covered by the City's MSCP and that eighteen individuals will not impact the overall population. It does not mention the addition of the species to the restoration plant palette. The Department recommends the MND remain consistent with the BTR in compensating for the loss of this sensitive species by including it in the plant palette.

A-10

3. The BTR contains avian protection requirements as part of their Avoidance and Mitigation Measures (AMM) section. The MND briefly refers to the avian AMMs in the BTR but does not provide the measure details. The Department recommends that the avian AMMs mentioned in the BTR be included within the MND to reduce the potential for impacts to nesting birds.

The BTR mentions preconstruction surveys within ten days of construction activity and avoiding the general migratory breeding season (February 1 to September 15). The BTR does not indicate the size of the survey area for preconstruction surveys, nor the size of the no-distance buffers around possible nests. Field surveys documented the presence of Cooper's hawk (*Accipiter cooperii*), red-tailed hawk (*Buteo jamaicensis*), and red-shouldered hawk (*Buteo lineatus*) onsite. To protect nesting raptors that may occur within or adjacent to the Project boundary, the Department recommends that construction avoidance be expanded to include an earlier window beginning January 1. This earlier survey window is mentioned in MND, but not consistent with what is proposed in the BTR.

RESPONSES

A-7. Comment noted and no response is necessary.

A-8. Please refer to BTR Sections 4.1.3.1.1.5 (Mitigation Strategy) and Section 4.1.3.1.2 (Wetland Buffers) for more comprehensive details regarding impacts to wetlands and the mitigation strategy to offset those impacts. Please also see the 2015 Stadium Wetland Mitigation Plan for additional detail on what habitat types will be used as credit:
https://www.sandiego.gov/sites/default/files/appendix_h_-_stadium_wetland_mitigation_project_san_diego_river_mitigation_plan.pdf

A-9. The BTR concludes that impacts to Palmer's sagewort, though a rare species is common within the City of San Diego and the County, will not be significantly impacted by the removal of 18 individuals as a result of this project and thus Inclusion of Palmer's sagewort in the 25-month revegetation palette is not suggestive of mitigation to offset impacts to this species. The MND correctly reflects the analysis of impacts to Palmer's sagewort and concludes that no mitigation is required. Revegetation activities are a requirement of the Land Development Code for erosion control and general vegetation removal and should not be conflated with 5-year restoration habitat restoration plans that are associated with significant impacts to ESL requiring mitigation.

A-10. All Avoidance and minimization measures specific to avian species will become conditions of Site Development Permit / Final Construction Plans and bid specifications. In addition, supporting NEPA documents also contain the same mitigation measures as conditions of the Consistency Letter from USFWS dated, November 18, 2019.

COMMENTS

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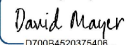
Sara Osborn
City of San Diego
July 12, 2021
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If Project activities cannot be avoided from January 1 through September 15, the Department recommends a qualified biologist complete a preconstruction survey no more than three days prior to the beginning of any Project-related activity for nesting bird activity within the limits of disturbance and a minimum of 500 feet from the area of disturbance. The nesting bird surveys should be conducted at appropriate nesting times and concentrate on potential roosting or perch sites. If Project activities are delayed or suspended for more than five days during the breeding season, surveys should be repeated. If nesting raptors and migratory songbirds are identified, the Department recommends the following minimum no-disturbance buffers be implemented: 100 feet around non-listed active passerine (perching birds and songbirds) nests, 300 feet around any listed passerine nests (e.g., California gnatcatcher and least Bell's vireo), and 500 feet around active non-listed raptor nests. The buffers may be reduced, if appropriate, depending on site-specific conditions such as ambient levels of human activity, presence of visually shielding vegetation between the nest and construction activities, or possibly other factors. Buffers should be maintained until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival.

4. The Department has regulatory authority over activities in streams and/or lakes that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of any river, stream, or lake or use material from a river, stream, or lake. For any such activities, the Project applicant (or "entity") must provide written notification to the Department pursuant to section 1600 *et seq.* of the Fish and Game Code. Based on this notification and other information, the Department determines whether a Lake and Streambed Alteration Agreement (LSAA) with the applicant is required prior to conducting the proposed activities. The Department's issuance of a LSAA for a Project that is subject to CEQA will require CEQA compliance actions by the Department as a Responsible Agency. To minimize additional requirements by the Department pursuant to section 1600 *et seq.* and/or under CEQA, the MND should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring, and reporting commitments for issuance of the LSAA. Please visit the Department's [Lake and Streambed Alteration Program](#) webpage for more information (CDFW 2021). The Project proposes 0.3 acre of impact to southern riparian woodland and southern riparian scrub that falls under the Department's protection.

The Department appreciates the opportunity to review and comment on the MND and ensure Project consistency with the requirements of the SAP. Questions regarding this letter or further coordination should be directed to Melissa Stepek, Senior Environmental Scientist (Specialist), at Melissa.Stepek@wildlife.ca.gov.

Sincerely,
DocuSigned by:


070054620375408

David A. Mayer
Environmental Program Manager
South Coast Region

RESPONSES

A-11. On January 8, 2021, the City of San Diego submitted a LSAA application to CDFW for review. On March 10, 2021 the City received a letter from CDFW that stated under Operation of Law that CDFW had not submitted a draft LSAA to the City, nor informed the City that an Agreement was not required within 60 days from receipt of application, and therefore the project as described may proceed without an Agreement.

A-12. Comment noted. The comment quotes the project description of the draft MND.

COMMENTS

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Sara Osborn
City of San Diego
July 12, 2021
Page 5 of 5

ec: CDFW

Karen Drewe, San Diego – Karen.Drewe@wildlife.ca.gov
Susan Howell, San Diego – Susan.Howell@wildlife.ca.gov
Jennifer Ludovissy, San Diego – Jennifer.Ludovissy@wildlife.ca.gov
CEQA Program Coordinator, Sacramento – CEQACommentLetters@wildlife.ca.gov
State Clearinghouse, Sacramento – State.Clearinghouse@opr.ca.gov
Jonathan Snyder, USFWS – Jonathan_d_Snyder@fws.gov

REFERENCES

[CDFW] California Department of Fish and Wildlife. 2021. Lake and Streambed Alteration Program. Available from: <https://wildlife.ca.gov/Conservation/LSA>.

Oberbauer, T., M. Kelly, and J. Buegge. March 2008. *Draft Vegetation Communities of San Diego County*. Based on "Preliminary Descriptions of the Terrestrial Natural Communities of California," Robert Holland, October 1986. 73pp.

RESPONSES

(Intentionally Left Blank)

COMMENTS

DISTRICT 11
4050 TAYLOR STREET, MS-240
SAN DIEGO, CA 92110
(619) 709-5152 | FAX (619) 688-4299 TTY 711
www.dot.ca.gov

July 9, 2021

11-SD-5
PM VAR
Coastal Rail Trail; SDP
MND/SCH#2021060230

Ms. Sara Osborn
City of San Diego
1222 1st Ave.
San Diego, CA 92101

Dear Ms. Osborn:

B-1 [Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Mitigated Negative Declaration (MND) for the Coastal Rail Trail; SDP located near Interstate 5 (I-5). The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

B-2 [Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

Caltrans has the following comments:

Traffic Impact Study

- B-3 [
- All proposed Coastal Rail Trail facilities within Caltrans Right-of-Way (R/W) will require review by Caltrans functional units.
- B-4 [
- The project will need to follow the applicable procedures to obtain an encroachment permit.

RESPONSES

B. Caltrans, District 11

B-1. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

B-2. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

B-3. Comment noted. The City acknowledges that the Coastal Rail Trail facilities within Caltrans' Right of Way will be reviewed by Caltrans.

B-4. Comment noted. The City acknowledges that the project will require an encroachment permit from Caltrans.

COMMENTS

Complete Streets and Mobility Network

B-5

Caltrans views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation network. Caltrans supports improved transit accommodation through the provision of Park and Ride facilities, improved bicycle and pedestrian access and safety improvements, signal prioritization for transit, bus on shoulders, ramp improvements, or other enhancements that promotes a complete and integrated transportation network. Early coordination with Caltrans, in locations that may affect both Caltrans and the is encouraged. To reduce greenhouse gas emissions and achieve California's Climate Change target, Caltrans is implementing Complete Streets and Climate Change policies into State Highway Operations and Protection Program (SHOPP) projects to meet multi-modal mobility needs. Caltrans looks forward to working with the City to evaluate potential Complete Streets projects.

Land Use and Smart Growth

B-6

Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through applicable "smart growth" type land use planning and policies.

The City should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction.

Environmental

B-7

Caltrans welcomes the opportunity to be a Responsible Agency under the California Environmental Quality Act (CEQA), as we have some discretionary authority of a portion of the project that is in Caltrans' R/W through the form of an encroachment permit process. We look forward to the coordination of our efforts to ensure that Caltrans can adopt the alternative and/or mitigation measure for our R/W.

An encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part of the encroachment permit process, the applicant must provide approved final environmental documents for this project, corresponding technical studies, and necessary regulatory and resource agency permits. Specifically, any

RESPONSES

B-5. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

B-6. Comment noted. The City acknowledges that the Coastal Rail Trail facilities within Caltrans' Right of Way will be reviewed by Caltrans.

B-7. Comment noted. The City acknowledges that the project will require an encroachment permit from Caltrans and may utilize the City's environmental document. The Mitigated Negative Declaration identifies impacts and mitigation with the project boundaries, including those areas of Caltrans' Right of Way.

COMMENTS

CEQA determinations or exemptions. The supporting documents must address all environmental impacts within the Caltrans' R/W and address any impacts from avoidance and/or mitigation measures.

We recommend that this project specifically identifies and assesses potential impacts caused by the project or impacts from mitigation efforts that occur within Caltrans' R/W that includes impacts to the natural environment, infrastructure including but not limited to highways, roadways, structures, intelligent transportation systems elements, on-ramps and off-ramps, and appurtenant features including but not limited to lighting, signage, drainage, guardrail, slopes and landscaping. Caltrans is interested in any additional mitigation measures identified for the project's draft Environmental Document.

Right-of-Way

- B-8
- B-9
- Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction.
 - Any work performed within Caltrans' R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction.

B-10

Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (619) 688-6158 or emailing D11.Permits@dot.ca.gov or by visiting the website at <https://dot.ca.gov/programs/traffic-operations/ep>. Early coordination with Caltrans is strongly advised for all encroachment permits.

If you have any questions or concerns, please contact Kimberly Dodson, IGR Coordinator, at (619) 985-1587 or by e-mail sent to Kimberly.Dodson@dot.ca.gov.

Sincerely,

Maurice A. Eaton

MAURICE EATON
Branch Chief
Local Development and Intergovernmental Review

RESPONSES

B-8. Comment noted. The City acknowledges perpetuation of survey monuments by a licensed land surveyor is required.

B-9. Comment noted. The City acknowledges work performed within Caltrans' Right of Way will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' Right of Way prior to construction.

B-10. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

Coastal Rail Trail; SDP

Summary

C-1

SCH Number	2021060230
Lead Agency	City of San Diego
Document Title	Coastal Rail Trail; SDP
Document Type	MND - Mitigated Negative Declaration
Received	6/10/2021
Present Land Use	Right of Way along RM-1-1; RM-3-7; CO-1-2; LJSPD-SF
Document Description	The City of San Diego (City) proposes to construct the an approximately 1.8 mile long segment of the Coastal Rail Trail bicycle facilities located on Gilman Drive between the University of California, San Diego (UCSD) campus and the Rose Canyon Bikeway within both the La Jolla and University Community Planning Areas (USGS 7.5' Topographic Quadrangle: La Jolla). It is approximately 1.8 miles long, and represents Segment 9 of the CRT Project Study Report. Natural open space is present on steep, eroded slopes (15% to 45%), and in a drainage that parallels Gilman Drive from Via Alicante to the I-5 freeway (at the base of the slope along the east side of the roadway). The site is located within and adjacent to the Multi-Habitat Planning Area (MHPA) of the City of San Diego's Multiple Species Conservation Program (MSCP) Subarea Plan.

Contact Information

C-1

Name	Sara Osborn
Agency Name	City of San Diego
Contact Types	Lead/Public Agency
Address	1222 1st Avenue San Diego, CA 92101
Phone	(619) 446-5381
Email	SOsborn@sandiego.gov

Location

C-1

Cities	San Diego
Counties	San Diego
Regions	Citywide
Cross Streets	1.8-mile-long segment of Gilman Drive between La Jolla Village Drive and Interstate 5
Zip	92037

RESPONSES

C. State Clearinghouse

C-1. This letter acknowledges compliance with the State Clearinghouse review requirements for draft environmental documents. No further response is required.

Parcel #
Right of Way
Schools
UCSD

Notice of Completion

C-1

Review Period Start
6/11/2021
Review Period End
7/12/2021
Development Types
Transportation:Other (Cycle Track and Sidewalk on Gilman Drive)
Local Actions
Site Plan, Site Development Permit
Project Issues
Aesthetics, Biological Resources, Cumulative Effects, Geology/Soils, Land Use/Planning, Noise, Vegetation, Wetland/Riparian, Traffic/Circulation;
Reviewing Agencies
California Air Resources Board (ARB), California Coastal Commission (CCC), California Department of Conservation (DOC), California Department of Education, California Department of Fish and Wildlife, Marin Region 7 (CDFW), California Department of Parks and Recreation, California Department of Water Resources (DWR), California Highway Patrol (CHP), California Native American Heritage Commission (NAHC), California Natural Resources Agency, California Regional Water Quality Control Board, San Diego Region 9 (RWQCB), California San Diego River Conservancy (SDRC), California State Lands Commission (SLC), Department of General Services (DGS), Office of Historic Preservation, State Water Resources Control Board, Division of Drinking Water, State Water Resources Control Board, Division of Water Quality, California Department of Transportation, District 11 (DOT), California Department of Fish and Wildlife, South Coast Region 5 (CDFW)
Reviewing Agency Comments
California Department of Transportation, District 11 (DOT), California Department of Fish and Wildlife, South Coast Region 5 (CDFW)

Attachments

C-1

Draft Environmental Document [Draft IS, NOI_NOA_Public notices, OPR Summary Form, Appx,]

- Biological Technical Report PDF 25848 K
- Draft Mitigated Negative Declaration PDF 1420 K
- Geotechnical Investigation PDF 4251 K
- Historic Property Survey Report PDF 10237 K
- HPSR El Camino Real Bells PDF 2141 K
- Notice of Availability PDF 111 K
- Phase I Environmental Site Assessment PDF 43578 K
- Summary Form for Electronic Document Submittal PDF 578 K
- Visual Analysis Report PDF 3853 K
- Visual Analysis Report Addendum PDF 116 K
- Water Quality Assessment Report PDF 27768 K

RESPONSES

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**Notice of Completion
[NOC] Transmittal form**

Notice of Completion [PDF](#) [212 K](#)

**State Comment Letters
[Comments from state
reviewing agencies]**

2021060230_Caltrans Comment [PDF](#) [443 K](#)

2021060230_CDFW Comment [PDF](#) [336 K](#)

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[Website Accessibility Certification](#)

RESPONSES

(Intentionally Left Blank)

COMMENTS



San Diego County Archaeological Society, Inc.

Environmental Review Committee

10 July 2021

To: Ms. Sara Osborn
Development Services Department
City of San Diego
1222 First Avenue, Mail Station 501
San Diego, California 92101

Subject: Draft Mitigated Negative Declaration
Coastal Rail Trail SDP
Project No. 644885

Dear Ms. Osborn:

I have reviewed the subject DMND on behalf of this committee of the San Diego County Archaeological Society.

Based on the information contained in the initial study and DMND, as well as the cultural resources report prepared by AECOM, our only comment is that the 1928-29 Tax Factor aerial photographs should also be checked. This can be accomplished in several locations, including at the County Department of Public Works office in Kearny Mesa.

We appreciate the opportunity to review and offer our comments on this DMND as part of the public review process.

Sincerely,

A handwritten signature in black ink, appearing to read "James W. Royle, Jr.", is written over the typed name.

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

cc: AECOM
SDCAS President
File

P.O. Box 81106 San Diego, CA 92138-1106 (858) 538-0935

RESPONSES

D. San Diego County Archaeological Society

D-1. AECOM's 2018 Archaeological Survey Report contains discussion of historic maps and arials, including review of historic aerial imagery from 1953, 1964, 1966, 1973, and 1980, in addition to a review of historic maps and records at the South Coastal Information Center (SCIC). It is unlikely that review of the 1928-1929 Tax Factor aerial photographs referenced would have the potential to indicate any existing, previously-unrecorded cultural resources not already known through review of the more recently-taken aerial images. For this reason, the Archaeological Survey Report and its historic aerial review is considered sufficiently thorough for the purposes of identifying the project's potential historic resources impacts.

COMMENTS



Sara Osborn
City of San Diego Development Services Center
1222 First Avenue, MS 501, San Diego, CA 92101

Subject: Support for the Coastal Rail Trail SDP

To whom it may concern:

- E-1 [I am writing to express my strong support for the planned bicycle and pedestrian infrastructure enhancements for the Coastal Rail Trail along Gilman Drive in La Jolla.
- E-2 [This project would construct critical improvements to infrastructure conditions and address safety along the Gilman Drive corridor by connecting two existing Class I bikeways: the Genessee Avenue Class I bikeway to the north and the Rose Creek Class I bikeway under Interstate 5 to the south.
- E-3 [Gilman Drive is a critical link between the University of California, Interstate 5, and the San Diego region's bikeways. Once completed, this project will improve access to existing bicycle infrastructure while improving safety along the busy corridor. This improvement will promote connectivity and economic growth in the region while promoting safe and sustainable active transportation, consistent with the City of San Diego's Climate Action and Vision Zero goals.
- E-4 [Again, I would like to express my strong support for this project. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Hanshaw".

Andy Hanshaw, Executive Director
San Diego County Bicycle Coalition

RESPONSES

E. Bicycle Coalition

- E-1. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.
- E-2. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.
- E-3. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.
- E-4. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

COMMENTS

From: David Horwitt
To: DSD EAS
Subject: [EXTERNAL] Comment re: Coastal Rail Trail SDP/644885
Date: Thursday, June 10, 2021 6:47:01 PM

This email came from an external source. Be cautious about clicking on any links in this email or opening attachments.

- F-1 I am a bicycle commuter to UCSD and regularly ride on Gilman Drive, both north- and southbound. I have some comments regarding the proposed project.
- F-2 o "The cycle track will be separated from vehicular traffic by a raised median, striping, flexible posts, on-street parking, or other physical barrier."
In general these sorts of separations are unsafe where there are crossing conflicts (eg, the driveways on southbound Gilman), as they trap the cyclist if a hazard should appear (eg, a motorist exiting or entering a driveway). My experience is that green paint doesn't prevent these sorts of conflicts between motorists and cyclists. Trapping the cyclist in the conflict zone instead of allowing them to place themselves in a more defensible lane position creates a more dangerous situation than the more unlikely danger (rear-end collision) the barriers are allegedly alleviating.
- F-3 Additionally, on the west (southbound, downhill) side of Gilman there is a wide range of cyclist speeds, and you create the risk of very fast cyclists (25 mph+) passing 'slower' cyclists (< 20 mph) in what is a relatively narrow, constricted lane (judging from what I've seen in similarly engineered projects). And this doesn't even account for much faster e-bikes (which are also a speed-differential hazard on the uphill side).
- F-4 o "a new sidewalk would not be constructed on the east side of Gilman Drive south of Via Alicante"
I've encountered many joggers and pedestrians on the east side headed south (ie, against traffic), and need to move into the traffic lane to avoid them safely and respectfully. A barriered cycle-track could make this more of a squeeze play, and at minimum generate cyclist-ped animosity even without actual physical contact.
- F-5 o "The parking spaces would be part of the buffer between the cycle track and vehicular traffic."
This clever tactic ignores some safety issues:
- F-6 o Passengers exiting parking generally don't look for cyclists as they open the door and step out, potentially in front of a bicycle traveling 20 mph+. Likewise for pedestrians stepping off the sidewalk to access a parked vehicle (often staring at their phones).
- F-7 o The parked vehicles obstruct the sightlines for both the vehicles in the travel lane and the cyclists in the cycle track; a motorist turning in to a driveway may not see a fast-moving cyclist on the other side of the row of parked cars, and a cyclist will not have a good view of potential right-hookers.
- F-8 o "busses would pull into the cycle track area to pick up passengers"
I don't understand how this is supposed to work in a safe, efficient manner. Is the cyclist supposed to yield/wait behind the bus during passenger transfers, or exit the cycle track (avoiding the median/poles), pass the bus, and then re-enter the track (again, avoiding barriers)? Just the fact that I ask this question leads me to wonder if the added complexity of barriers and learning new traffic flow rules compensates for the dubious safety advantages.
- F-9 I don't see anything in the "NOTICE OF AVAILABILITY DRAFT MITIGATED NEGATIVE DECLARATION" that speaks to the (arguably) most dangerous cycling situation on Gilman Drive: the southbound I5 diverge/on-ramp. Is the proposal going to address this? My interpretation of the proposal is that new engineering will worsen the situation by creating a separated cycle track that ends too close to the on-ramp to prevent the safe cyclist from avoiding the green paint death zone.
- F-10 Please refer to [https://urldefense.com/v3/_https://www.northcoastcurrent.com/top-stories/2020/06/cyclists-question-safety-of-new-encinitas-bike-lane-design-through-cardiff/_?!!OBed2aHXyKmHymw!lS4DjHZD3dBzHuD6JuXlR04A4q0fFuX2lGvOltS37hm7PjL47eYrgyHYCFI0z_8w\\$](https://urldefense.com/v3/_https://www.northcoastcurrent.com/top-stories/2020/06/cyclists-question-safety-of-new-encinitas-bike-lane-design-through-cardiff/_?!!OBed2aHXyKmHymw!lS4DjHZD3dBzHuD6JuXlR04A4q0fFuX2lGvOltS37hm7PjL47eYrgyHYCFI0z_8w$) for some additional thoughts on separated bike lanes/cycle tracks.

RESPONSES

F. David Horwitt

F-1. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

F-2. The Coastal Rail Trail Class IV facility follows guidance from the National Association of City Transportation Officials (NACTO) and their *Urban Bikeway Design Guide* to provide a safe, comfortable, and equitable facility that is for bicyclists of all ages and abilities. The project proposes an 8-foot-wide cycle track separated by a 2-foot-wide raised concrete median in segments where conflicts are not anticipated. The raised median is not proposed in areas where driveways or minor streets intersect the bicycle facility. The raised barrier and/or parallel parking is terminated at least 120 feet north of any upcoming intersection and it is replaced by a painted median with flexible delineators with parking not allowed within an 11-foot-wide buffer space. The cycle track is also painted green and dashed at the crossing. This provides for increased visibility of cyclists and signage alerts drivers and cyclists of the upcoming crossing. Clarification was added to the MND Transportation/Traffic Section XVII(c) and no impacts would result.

F-3. Comment noted. The cycle track is proposed to be 8-feet wide. This allows for users to have more flexibility for passing opportunities when bounded by the raised barrier or bollards/posts.

F-4. The addition of sidewalk on the west side of Gilman Drive, including south of Via Alicante, is designed to accommodate pedestrian traffic on the west side of Gilman, and discourage pedestrian traffic on the east side by the addition of pedestrian barricades and signage. This design is because there are no existing or planned residences on the east side of Gilman Drive south of Via Alicante. Pedestrian access is only needed on the west side of this roadway segment, where there are existing residences. It is expected that the proposed 6-foot-wide sidewalk on the west side of Gilman Drive will encourage all pedestrians using the roadway, including those travelling to and from their residences on the west side, to utilize the designated sidewalk as a safety and comfort measure.

F-5. In locations where parking is to be placed between the cycle track and vehicular traffic, a 3-foot-wide buffer has been provided between the cycle track and the 8-foot-wide parking lane. This discourages motor vehicle encroachment into the cycle track.

F-6. See Response to F-5.

F-7. Parallel parking is terminated at least 120 feet north of any upcoming intersection and it is replaced by a painted median with flexible delineators with parking not allowed within an 11-foot-wide buffer space. The cycle track is also painted green and dashed at the crossing. This provides for increased visibility of cyclists and signage alerts drivers and cyclists of the upcoming crossing, while providing suitable sight distance for drivers and cyclists.

F-8. Bus loading platforms are accommodated in the design of the project by implementing a shared bus stop/bike lane configuration. Transit vehicles are allowed to pull into the stop next to the separated bike lane. When buses are present, cyclists can merge left and pass buses boarding and alighting passengers. Yield markings will be placed on the bike lane ahead of the bus stop to alert cyclists of the potential conflict. This design follows guidance provided by the FHWA's *Separated Bike Lane Planning and Design Guide*.

COMMENTS

F-11

In conclusion, the only true safety improvements I see in the proposal are the sidewalk enhancements and the thoroughfare widening. Please consider the addition of signage and sharrows in the rightmost traffic lane (especially southbound) to remind motorists that some cyclists prefer (and are lawfully allowed) to ride safely and are not compelled to use unsafe infrastructure (no matter how well-intentioned it may be).

Thank you,
David Horwitt
San Diego, 92103

RESPONSES

F-9. The project proposes to maintain a separated cycle track using a painted median with flexible delineators as the cycle track approaches Gilman Court. An 85-foot-long concrete barrier with crash cushions replaces the flexible posts as the cycle track approaches the I-5 southbound on-ramp. This allows for cyclists to be shielded from vehicular traffic on the left, while providing a space for cyclists to wait and activate the bicycle signal to cross the intersection. Near-sighted and far-sighted bicycle signal heads will be installed to alert cyclists when crossing is safe, and right turns on red for vehicular traffic will be prohibited when the bicycle signal is active.

F-10. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

F-11. Signage and pavement markings are proposed to enhance the visibility of bicyclists and alert drivers of potential conflict points. This includes R10-15 signs, which dictate turning vehicles to yield to cyclists when turning from the southbound right lane of Gilman onto any of the driveways in the corridor. Cyclists may continue to use the rightmost traffic lane if preferred. Due to the speed limit on Gilman Drive, a Class II bike lane or Class IV bikeway is more appropriate to facilitate bicycle travel per the California MUTCD, with sharrows being more appropriate in cases where a designated bikeway cannot be provided or the rightmost traffic lane is too narrow to allow motor vehicles to safely pass cyclists. Sharrows are not recommended as part of this project.

COMMENTS

From: [Woodruff, Heather \(MMA\)](#)
To: [DSD FAS](#)
Subject: Coastal Rail Trail Project #644885
Date: Monday, June 28, 2021 9:34:47 AM
Attachments: [image001.png](#)
[644885 - NOA Date 6-11-2021.pdf](#)

****This email came from an external source. Be cautious about clicking on any links in this email or opening attachments.****

- G-1 [As a taxpayer for the city of San Diego, please consider the following regarding the official notice of the proposal to build cycle tracks on each side of Gilman between I-5 and UCSD.
- G-2 [1. Sidewalk continuation is good.
- G-3 [2. Uphill/northbound cycle track between I-5 off ramp and Via Alicante is probably okay.
- G-4 [3. Too many crossing conflicts north of Via Alicante and entire length downhill/southbound to trap cyclists in bikeway with no escape route, especially considering typical relatively high speed of cyclists (20-30+ mph) on downhill portion. E-bike speeds up to 28 mph even uphill are a concern too.
- G-5 [4. If cycle track project goes ahead, please include a sharrow and "Bikes May Use Full Lane" signs so motorists know cyclists riding in the travel lane are not doing anything illegal whether riding fast downhill or on an e-bike.
- G-6 [5. The barriers themselves are crash hazards to cyclists and the restart of barriers after each driveway is especially dangerous.

Thank you!

Heather Woodruff, HIP
Client Executive | Employee Health & Benefits
Marsh & McLennan Insurance Agency LLC
9171 Towne Centre Drive, Suite 100 | San Diego, CA 92122
+1 858 587 7438 | f: +1 858 909 9787 c: 619 871-4105
Heather.Woodruff@MarshMMA.com | [MMA-West.com](#)
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RESPONSES

G. Heather Woodruff

G-1. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

G-2. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

G-3. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

G-4. Comment noted. The cycle track is proposed to be 8-foot wide. This allows for users to have more flexibility for passing opportunities when bounded by the raised barrier or bollards/posts. The raised median is not proposed in areas where driveways or minor streets intersect the bicycle facility. The raised barrier and/or parallel parking is terminated at least 120 feet north of any upcoming intersection and it is replaced by a painted median with flexible delineators (spaced 20-feet on-center) with parking not allowed within an 11-foot-wide buffer space. Clarification was added to the MND Transportation/Traffic Section XVII(c) and no impacts would result.

G-5. Signage and pavement markings are proposed to enhance the visibility of bicyclists and alert drivers of potential conflict points. This includes R10-15 signs, which dictate turning vehicles to yield to cyclists when turning from the southbound right lane of Gilman onto any of the driveways in the corridor. Cyclists may continue to use the rightmost traffic lane if preferred. Due to the speed limit on Gilman Drive, a Class II bike lane or Class IV bikeway is more appropriate to facilitate bicycle travel per the California MUTCD, which states that "shared lane markings [i.e. sharrows] should not be placed on roadways that have a speed limit above 35mph." Sharrows are more appropriate in cases where a designated bikeway cannot be provided or the rightmost traffic lane is too narrow to allow motor vehicles to safely pass cyclists. Since a designated bicycle facility is provided in this corridor, shared lane markings (i.e. sharrows) are not recommended as part of the Coastal Rail Trail project.

G-6. The raised median is not proposed in areas where driveways or minor streets intersect the bicycle facility. The raised barrier and/or parallel parking is terminated at least 120 feet north of any upcoming intersection and it is replaced by a painted median with flexible delineators (spaced 20-feet on-center) with parking not allowed within an 11-foot-wide buffer space.

COMMENTS

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RESPONSES

(Intentionally Left Blank)

COMMENTS

From: [John Howard](#)
To: [DSD EAS](#)
Subject: [EXTERNAL] Coastal Rail Trail SDP / Project No. 644885
Date: Thursday, June 24, 2021 4:28:16 PM

****This email came from an external source. Be cautious about clicking on any links in this email or opening attachments.****

H-1

I frequently ride my bike on Gilman drive. Please do not install cycle track barriers on Gilman drive. Cycle track barriers are a crash hazard for cyclists. Look at the example of the cycle track barriers installed in Encinitas on highway 101. Cyclists ride in the road rather than in the cycle lane because the cycle track barriers are a crash hazard.

RESPONSES

H. John Howard

H-1. The Coastal Rail Trail Class IV facility follows guidance from the National Association of City Transportation Officials (NACTO) and their *Urban Bikeway Design Guide* to provide a safe, comfortable, and equitable facility that is for bicyclists of all ages and abilities. The project proposes an 8-foot-wide cycle track separated by a 2-foot-wide raised concrete median in segments where conflicts are not anticipated. The raised median is not proposed in areas where driveways or minor streets intersect the bicycle facility. The raised barrier and/or parallel parking is terminated at least 120 feet north of any upcoming intersection and it is replaced by a painted median with flexible delineators (spaced 20-feet on-center) with parking not allowed within an 11-foot-wide buffer space. The cycle track is also painted green and dashed at the crossing. This provides for increased visibility of cyclists and signage alerts drivers and cyclists of the upcoming crossing. Clarification was added to the MND Transportation/Traffic Section XVII(c) and no impacts would result.

COMMENTS

From: [John M. Smith](#)
To: [DSD EAS](#)
Subject: [EXTERNAL] Gilman proposed bike lane(s)
Date: Thursday, June 24, 2021 3:29:48 PM

****This email came from an external source. Be cautious about clicking on any links in this email or opening attachments.****

- I-1 ☐ 1. Sidewalk continuation is good.
- I-2 ☐ 2. Uphill/northbound cycle track between I-5 off ramp and Via Alicante is probably okay.
- I-3 ☐ 3. Too many crossing conflicts north of Via Alicante and entire length downhill/southbound to trap cyclists in bikeway with no escape route, especially considering typical relatively high speed of cyclists (20-30+ mph) on downhill portion. E-bike speeds up to 28 mph even uphill are a concern too.
- I-4 ☐ 4. If cycle track project goes ahead, please include sharrows and "Bikes May Use Full Lane" signs so motorists know cyclists riding in the travel lane are not doing anything illegal whether riding fast downhill or on an e-bike.
- I-5 ☐ 5. The **barriers themselves** are crash hazards to cyclists and the restart of barriers after each driveway is especially dangerous.

--
John M. Smith
619-851-7844

RESPONSES

I. John Smith

I-1. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

I-2. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

I-3. Comment noted. The cycle track is proposed to be 8-feet wide. This allows for users to have more flexibility for passing opportunities when bounded by the raised barrier or bollards/posts. The raised median is not proposed in areas where driveways or minor streets intersect the bicycle facility. The raised barrier and/or parallel parking is terminated at least 120 feet north of any upcoming intersection and it is replaced by a painted median with flexible delineators (spaced 20-feet on-center) with parking not allowed within an 11-foot-wide buffer space. Clarification was added to the MND Transportation/Traffic Section XVII(c) and no impacts would result.

I-4. Signage and pavement markings are proposed to enhance the visibility of bicyclists and alert drivers of potential conflict points. This includes R10-15 signs, which dictate turning vehicles to yield to cyclists when turning from the southbound right lane of Gilman onto any of the driveways in the corridor. Cyclists may continue to use the rightmost traffic lane if preferred. Due to the speed limit on Gilman Drive, a Class II bike lane or Class IV bikeway is more appropriate to facilitate bicycle travel per the California MUTCD, which states that "shared lane markings [i.e. sharrows] should not be placed on roadways that have a speed limit above 35mph." Sharrows are more appropriate in cases where a designated bikeway cannot be provided or the rightmost traffic lane is too narrow to allow motor vehicles to safely pass cyclists. Since a designated bicycle facility is provided in this corridor, shared lane markings (i.e. sharrows) are not recommended as part of the Coastal Rail Trail project.

I-5. The Coastal Rail Trail Class IV facility follows guidance from the National Association of City Transportation Officials (NACTO) and their *Urban Bikeway Design Guide* to provide a safe, comfortable, and equitable facility that is for bicyclists of all ages and abilities. The project proposes an 8-foot-wide cycle track separated by a 2-foot-wide raised concrete median in segments where conflicts are not anticipated. The raised median is not proposed in areas where driveways or minor streets intersect the bicycle facility. The raised barrier and/or parallel parking is terminated at least 120 feet north of any upcoming intersection and it is replaced by a painted median with flexible delineators with parking not allowed within an 11-foot-wide buffer space. The cycle track is also painted green and dashed at the crossing. This provides for increased visibility of cyclists and signage alerts drivers and cyclists of the upcoming crossing.

COMMENTS

From: [Jp Nevins](#)
To: [DSD EAS](#)
Subject: [EXTERNAL] Coastal rail trail
Date: Saturday, June 12, 2021 7:45:22 AM

****This email came from an external source. Be cautious about clicking on any links in this email or opening attachments.****

Re:
GENERAL PROJECT INFORMATION:
Project Name: COASTAL RAIL TRAIL SDP
Project No. 644885
• SCH No. N/A
Community Plan Area: University and La Jolla

Please go all in with protected bicycle and pedestrian infrastructure. There will be an onslaught of negative criticism from the 'vehicular cycling' lobby, this tiny group does generate far more noise than the vast majority of the population which supports safe protected routes for bicycle riders and pedestrians.

RESPONSES

J. JP Nevins

J-1. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

COMMENTS

From: [Kathleen Roth](#)
To: [Gloria, Todd \(External\)](#); [CouncilMember Joe LaCava](#); [DSD EAS](#)
Subject: [EXTERNAL] Project 644885 Coastal Rail Trail SDP / Gilman Bike Lane
Date: Thursday, June 24, 2021 3:35:48 PM

****This email came from an external source. Be cautious about clicking on any links in this email or opening attachments.****

Reference: Project 644885 Coastal Rail Trail SDP

- K-1 As an avid road bike cyclist (non-E-bike) who rides over 5,000 miles per year including a weekly ride on Gilman Drive between the new Rose Canyon Bike Path (thank you!) and UCSD, I would like to offer the following comments on the Coastal Rail Trail project:
- K-2 1. The sidewalk continuation appears to be a good feature.
- K-3 2. Uphill/northbound cycle track between I-5 off ramp and Via Alicante is probably okay.
- K-4 3. There are too many crossing conflicts north of Via Alicante and entire length downhill/southbound to trap cyclists in bikeway with no escape route, especially considering typical relatively high speed of cyclists (20-30+ mph) on downhill portion. E-bike speeds uphill are a concern, too.
- K-5 4. If cycle track project goes ahead, please include sharrow and "Bikes May Use Full Lane" signs so motorists know cyclists riding in the travel lane are not doing anything illegal.
- K-6 5. The barriers themselves are crash hazards to cyclists and the restart of barriers after each driveway is especially dangerous.

Thank you for allowing me to comment on the project.

Kathleen Roth
San Diego, CA 92124

RESPONSES

K. Kathleen Roth

K-1. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

K-2. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

K-3. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

K-4. Comment noted. The cycle track is proposed to be 8-feet wide. This allows for users to have more flexibility for passing opportunities when bounded by the raised barrier or bollards/posts. The raised median is not proposed in areas where driveways or minor streets intersect the bicycle facility. The raised barrier and/or parallel parking is terminated at least 120 feet north of any upcoming intersection and it is replaced by a painted median with flexible delineators (spaced 20-feet on-center) with parking not allowed within an 11-foot-wide buffer space. Clarification was added to the MND Transportation/Traffic Section XVII(c) and no impacts would result.

K-5. Signage and pavement markings are proposed to enhance the visibility of bicyclists and alert drivers of potential conflict points. This includes R10-15 signs, which dictate turning vehicles to yield to cyclists when turning from the southbound right lane of Gilman onto any of the driveways in the corridor. Cyclists may continue to use the rightmost traffic lane if preferred. Due to the speed limit on Gilman Drive, a Class II bike lane or Class IV bikeway is more appropriate to facilitate bicycle travel per the California MUTCD, which states that "shared lane markings [i.e. sharrows] should not be placed on roadways that have a speed limit above 35mph." Sharrows are more appropriate in cases where a designated bikeway cannot be provided or the rightmost traffic lane is too narrow to allow motor vehicles to safely pass cyclists. Since a designated bicycle facility is provided in this corridor, shared lane markings (i.e. sharrows) are not recommended as part of the Coastal Rail Trail project.

K-6. The Coastal Rail Trail Class IV facility follows guidance from the National Association of City Transportation Officials (NACTO) and their *Urban Bikeway Design Guide* to provide a safe, comfortable, and equitable facility that is for bicyclists of all ages and abilities. The project proposes an 8-foot-wide cycle track separated by a 2-foot-wide raised concrete median in segments where conflicts are not anticipated. The raised median is not proposed in areas where driveways or minor streets intersect the bicycle facility. The raised barrier and/or parallel parking is terminated at least 120 feet north of any upcoming intersection and it is replaced by a painted median with flexible delineators (spaced 20-feet on-center) with parking not allowed within an 11-foot-wide buffer space. The cycle track is also painted green and dashed at the crossing. This provides for increased visibility of cyclists and signage alerts drivers and cyclists of the upcoming crossing.

COMMENTS

From: Storm, Mary
To: CouncilMember Joe LaCava; Gloria, Todd (External); PSD EAS
Cc: stormy160@att.net
Subject: Project 644885 - Raised Buffer strip on Gilman
Date: Monday, June 28, 2021 9:56:12 AM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png
image007.png

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- L-1 Good morning – I am writing to let you know my opposition to the Raised Buffer strip on Gilman. I am a 60-year-old “ recreational” cyclist that rides that route several times a week and puts in between 100 – 150 miles a week on my road bike. I have been cycling in San Diego for more than 25 years.
- L-2 My issue with the raised barrier is that it is adding a crash hazard. Gilman is wide enough that I have never felt unsafe on either the North Bound or Southbound side from or to UCSD from the Bike path. I have commuted on that stretch on weekdays, as well as weekends. Once the curb is installed there is no way for cyclists to safely pass each other. Also, the bike lane becomes a collecting point for debris because it can no longer be swept away. Glass bottles find their way into bike lanes, and with that curb can’t find their way out. That’s a long stretch with a flat tire, and no place to pull off to fix..
- L-3
- L-4
- L-5 I would prefer to see just a painted barrier lane to give cyclists a bit more space.
- L-6 Is it possible for you to pull accident reports from the stretch of the Coast Highway in Cardiff where the barrier has been added and see if more or fewer accidents have been reported before proceeding ? The lane on the Coast Hwy is now a jumble of bikes, walkers, strollers and is so dangerous I prefer to take my chances with the cars. I know that wasn’t your intent, but if you were to go observe that lane at various times of the day you would see the outcome.
- L-7
- L-8 I feel like there are many other better ways to use these funds.
- L-9 One thing that does need to be added is some sort of indication to motorists coming off Northbound 5 at Gilman to watch for cyclists crossing onto the bike path. Cars frequently blow past limit line, blocking the access to the entrance to the bike path.
- L-10 Or they plan on turning right on red and directly into our path. Their line of sight up the hill is blocked as we come out from under the 5, and we are moving fast due to the downhill. Perhaps make that a “no right on red”?
- L-10 Thanks for your time, I do appreciate what you are trying to do – make San Diego a first-class city for cycling !

Best,
Stormy


Mary Storm
Events

RESPONSES

L. Mary Storm

L-1. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

L-2. The Coastal Rail Trail Class IV facility follows guidance from the National Association of City Transportation Officials (NACTO) and their *Urban Bikeway Design Guide* to provide a safe, comfortable, and equitable facility that is for bicyclists of all ages and abilities. The project proposes an 8-foot-wide cycle track separated by a 2-foot-wide raised concrete median in segments where conflicts are not anticipated. The raised median is not proposed in areas where driveways or minor streets intersect the bicycle facility. The raised barrier and/or parallel parking is terminated at least 120 feet north of any upcoming intersection and it is replaced by a painted median with flexible delineators (spaced 20-feet on-center) with parking not allowed within an 11-foot-wide buffer space. The cycle track is also painted green and dashed at the crossing. This provides for increased visibility of cyclists and signage alerts drivers and cyclists of the upcoming crossing. Clarification was added to the MND Transportation/Traffic Section XVII(c) and no impacts would result.

L-3. The cycle track is proposed to be 8-feet wide. This allows for users to have more flexibility for passing opportunities when bounded by the raised barrier or bollards/posts. The raised median is not proposed in areas where driveways or minor streets intersect the bicycle facility. The raised barrier and/or parallel parking is terminated at least 120 feet north of any upcoming intersection and it is replaced by a painted median with flexible delineators (spaced 20-feet on-center) with parking not allowed within an 11-foot-wide buffer space.

L-4. The width of the cycle track allows for maintenance equipment to be used along the corridor for sweeping of debris and other foreign obstructions. Regular street sweeping will be possible with existing equipment including power sweepers and operators fitted to perform in the provided cycle track width. In the event that a full stop by a cyclist within the cycle track is needed, cyclists will have the opportunity to stop either on the 3-foot wide median or onto the 6.5-foot-wide sidewalk adjacent to the cycle track, while incoming bike traffic will be able to pass someone stopped on the side or encroaching on the edge of the track.

L-5. A painted barrier lane alternative would not provide for physical protection from passing traffic. The raised barrier or posts provide a facility more attractive to bicyclists of all ages and abilities, eliminating the risk and fear of collisions with over-taking vehicles. High traffic volumes and speeds on Gilman Drive make a physical barrier more appropriate.

L-6. The City of San Diego completed a systemic safety analysis in 2019 (<https://www.sandiego.gov/sites/default/files/systemic-safety-the-data-driven-path-to-vision-zero.pdf>) that evaluated 3 years of crash data of over 12,000 injury crashes including 1,350 bicycle crashes. Of the bicycle involved crashes, the majority happened within an intersection footprint. As noted, the project will install bike signals where intersection conflict separation is necessary. According to the National Transportation Safety Board (NTSB/SS-1901) “although more bicycle crashes involving motor vehicles occur at intersections, crash severity is higher when a crash occurs at a midblock location.” Thus “improving public roadway infrastructure with separated bikeways...can reduce crashes at midblock locations.” Creation of barrier-separated bicycle facilities is a well-documented crash reduction factor to lower the chance of injury or fatality with a vehicle

COMMENTS

McGraw Hill | School

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RESPONSES

collision. Academic research has also found that “better safety outcomes are associated with a greater prevalence of bike facilities – particularly protected and separated bike facilities” ((Journal of Transport & Health 13 (2019) 285-301)).

L-7. The southbound cycle track of the Coastal Rail Trail on Gilman Drive is adjacent to a continuous sidewalk, which will encourage pedestrians to use the raised sidewalk instead of the cycle track. Signage and barricades will prevent pedestrians from utilizing the northbound cycle track on the east side of Gilman Drive, where a continuous sidewalk is not present south of Via Alicante. In addition, the wide facility allows for flexibility when cyclists wish to pass other users.

L-8. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

L-9. The project proposes to maintain a separated cycle track using a painted median with flexible delineators (spaced 20-feet on-center) as the cycle track approaches Gilman Court. An 85-foot-long concrete barrier with crash cushions replaces the flexible posts as the cycle track approaches the I-5 southbound on-ramp. This allows for cyclists to be shielded from vehicular traffic on the left, while providing a space for cyclists to wait and activate the bicycle signal to cross the intersection. Near-sighted and far-sighted bicycle signal heads will be installed to alert cyclists when crossing is safe, and right turns on red for vehicular traffic will be prohibited when the bicycle signal is active.

L-10. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

COMMENTS

From: [miriam.lorentzen](#)
To: [DSD EAS; CouncilMember Joe LaCava; Gloria, Todd \(External\)](#)
Subject: [EXTERNAL] Project 644885
Date: Thursday, June 24, 2021 4:55:40 PM

****This email came from an external source. Be cautious about clicking on any links in this email or opening attachments.****

To Whom It May Concern,

- M-1 I just read about your idea of putting cycle tracks on each side of Gilman between 1-5 and UCSD. I'm an avid cyclist, and I think it's a terrible idea. However, I applaud your commitment to making San Diego a bike-friendly city.
- M-2 The barriers themselves are crash hazards to cyclists, and the restart of barriers after each driveway is especially dangerous. Keep in mind that runners will be using the lane, and it's challenging for a cyclist with clip-in shoes to stop suddenly. Also, they are now more E-bikes, and they wider, and they tend to speed and not alert other cyclists when they pass.
- M-3 Also, other considerations: Too many crossing conflicts north of Via Alicante and entire length downhill/southbound to trap cyclists in bikeway with no escape route, especially considering the typical relatively high speed of cyclists (20-30+ mph) on the downhill portion. E-bike speeds up to 28 mph, even uphill, are a concern too.
- M-4 The engineers of your project should ride a bike, so they understand our concerns.
- M-5 It would be nice if you can include sharrows and "Bikes May Use Full Lane" signs, so motorists know cyclists riding in the travel lane are not doing anything illegal, whether riding fast downhill or on an e-bike.
- M-6 Thank you for your consideration, and if you go with your plans, I hope cyclists don't get hurt.
- Best,
- Miriam Lorentzen

RESPONSES

M. Miriam Lorentzen

M-1. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

M-2. The Coastal Rail Trail Class IV facility follows guidance from the National Association of City Transportation Officials (NACTO) and their *Urban Bikeway Design Guide* to provide a safe, comfortable, and equitable facility that is for bicyclists of all ages and abilities. The project proposes an 8-foot-wide cycle track separated by a 2-foot-wide raised concrete median in segments where conflicts are not anticipated. The raised median is not proposed in areas where driveways or minor streets intersect the bicycle facility. The raised barrier and/or parallel parking is terminated at least 120 feet north of any upcoming intersection and it is replaced by a painted median with flexible delineators (spaced 20-feet on-center) with parking not allowed within an 11-foot-wide buffer space. The cycle track is also painted green and dashed at the crossing. This provides for increased visibility of cyclists and signage alerts drivers and cyclists of the upcoming crossing. Clarification was added to the MND Transportation/Traffic Section XVII(c) and no impacts would result.

M-3. The cycle track is proposed to be 8-feet wide. This allows for users to have more flexibility for passing opportunities when bounded by the raised barrier or bollards/posts. The raised median is not proposed in areas where driveways or minor streets intersect the bicycle facility. The raised barrier and/or parallel parking is terminated at least 120 feet north of any upcoming intersection and it is replaced by a painted median with flexible delineators (spaced 20-feet on-center) parking not allowed within an 11-foot-wide buffer space.

M-4. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

M-5. Signage and pavement markings are proposed to enhance the visibility of bicyclists and alert drivers of potential conflict points. This includes R10-15 signs, which dictate turning vehicles to yield to cyclists when turning from the southbound right lane of Gilman onto any of the driveways in the corridor. Cyclists may continue to use the rightmost traffic lane if preferred. Due to the speed limit on Gilman Drive, a Class II bike lane or Class IV bikeway is more appropriate to facilitate bicycle travel per the California MUTCD, which states that "shared lane markings [i.e. sharrows] should not be placed on roadways that have a speed limit above 35mph." Sharrows are more appropriate in cases where a designated bikeway cannot be provided or the rightmost traffic lane is too narrow to allow motor vehicles to safely pass cyclists. Since a designated bicycle facility is provided in this corridor, shared lane markings (i.e. sharrows) are not recommended as part of the Coastal Rail Trail project.

M-6. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

COMMENTS

From: [Peter Kane](#)
To: [DSD EAS](#)
Subject: [EXTERNAL] Coastal Rail Trail SDP / 644885
Date: Thursday, June 10, 2021 2:33:55 PM

****This email came from an external source. Be cautious about clicking on any links in this email or opening attachments.****

Dear City of San Diego Staffers,

N-1

As an avid cyclist, I have reviewed the project description for the above referenced project on Gilman drive and would like to provide some comments. First, I use this road fairly frequently coming from my home in Bay Park to the UC Cyclery in the La Jolla Village Square mall. I love this road in both directions because it offers a nice bike path in each direction. As much as I travel it, I have never encountered any issues. Since there are no turn-outs or driveways on the northbound side of the road, I believe that the addition of a cycle track would be fine (not really necessary, but fine).

N-2

On the Southbound route of Gilman, this is much more problematic since it is a downhill stretch where cyclists are traveling in excess of 20mph. There are many driveways where a cyclist could be caught without an exit if they were in a cycle track.

N-3

I think that a cycle track Northbound would be fine, but Southbound could cause accidents. As far as the addition of a sidewalk, I see no problem with that.

Thank you for allowing me to express my opinion.

Regards,
-Peter Kane
(619) 507-2770

RESPONSES

N. Peter Kane

N-1. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

N-2. The Coastal Rail Trail Class IV facility follows guidance from the National Association of City Transportation Officials (NACTO) and their *Urban Bikeway Design Guide* to provide a safe, comfortable, and equitable facility that is for bicyclists of all ages and abilities. The project proposes an 8-foot-wide cycle track separated by a 2-foot-wide raised concrete median in segments where conflicts are not anticipated. The raised median is dropped in areas where driveways or minor streets intersect the bicycle facility. The raised barrier or parallel parking is terminated at least 120 feet north of any upcoming intersection and it is replaced by a painted median with bollards with parking not allowed within an 11-foot-wide buffer space. The cycle track is also painted green and dashed at the crossing, which provides for increased visibility of cyclists and signage alerts drivers and cyclists of the upcoming crossing. The increased width of the cycle track also allows for users to have more flexibility for passing opportunities when bounded by the raised barrier or bollards/posts. The width of the facility, combined with a series of breaks in the raised median and bollards provide users with the opportunity to pass or exit the facility safely. Clarification was added to the MND Transportation/Traffic Section XVII(c) and no impacts would result.

N-3. See Response N-2 regarding Southbound safety. For the remainder of the comment, the comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

COMMENTS

From: Phyllis Periroth
To: CouncilMember Joe LaCava; Gloria, Todd (External); DSD EAS
Subject: [EXTERNAL]
Date: Tuesday, June 29, 2021 2:49:56 PM

****This email came from an external source. Be cautious about clicking on any links in this email or opening attachments.****

Dear Elected Representatives,

- O-1 I appreciate the opportunity to comment on the raised buffers along Gilman Rd. I have been cycling since 2002, riding many routes throughout every part of San Diego County. I ride the Gilman route at least 2-3 times a week, both during the week (at rush hour and on the weekends). This is one of my favorite routes in San Diego for the following reasons;
- O-2
- First, the bike lane is wide. This allows slower riders to stay to the right and the faster ones to pass without going into traffic (think about the design on Torrey Pines Hill which is excellent) Though UCSD there is a sidewalk almost all the way along the bike path for pedestrians. As an occasional commuter to campus this route is the safest.
 - Second, the current design is good for cyclists, cars and the occasional pedestrian(again think about the Torrey Pines Hill layout). When someone is in the lane then as a person on a road bike I can move out of the way safely and easily. Even if I need to go into the lane of traffic, it is for a brief moment and I never feel in danger.
 - Next, the bike lanes at the ramps are well marked and cars are excellent (overall) about yielding the right of way as we go by the entrance to La Jolla Village Rd. The speed is controlled through UCSD so left turns are very accessible even during busy quarters.
 - Finally, the entrance to the bike lane at the intersection of Gilman and La Jolla Colony has been improved as a result of the trolley addition and remaking of the bike path. It however does present some dangerous hazards now that everything is complete.
 - When coming off the bike path or when coming down Gilman the ramp off the 5 is tricky. Someone is going to get hit as the cars come off the 5 and don't really want to stop or they don't look for cyclists or pedestrians and just roll the light. It is hard to see anyone in the intersection. No turn on red????
 - When turning onto the bike path from La Jolla Colony. It is tricky due to the curve in the road. The light does help, but it is nice to be able to keep moving when on the bike versus stopping and pressing the button to turn.
- O-3
- O-4
- O-5 I want to take a moment and comment on the attempts and improvements to the cycling routes in San Diego.
- First, thank you! The dedicated route along the 5 from Sorrento Valley to UCSD is spectacular. Well done!!!
 - Torrey Pines hill with the one lane descent and two lanes up are fabulous. This in my opinion was a significant improvement. Thank you!
 - The Rose Canyon/Creek extension under Mission Bay Dr. is stellar (except for the homeless but that is a different issue). It makes it so much safer for us and we don't have to get off our bikes any longer or go into the traffic. YEA!
- Now let's discuss some of the "improvements" that are more of a hazard.

RESPONSES

O. Phyllis Periroth

- O-1. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.
- O-2. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.
- O-3. The project proposes to maintain a separated cycle track using a painted median with flexible delineators as the cycle track approaches Gilman Court. An 85-foot-long concrete barrier with crash cushions replaces the flexible posts as the cycle track approaches the I-5 southbound on-ramp. This allows for cyclists to be shielded from vehicular traffic on the left, while providing a space for cyclists to wait and activate the bicycle signal to cross the intersection. Near-sighted and far-sighted bicycle signal heads will be installed to alert cyclists when crossing is safe, and right turns on red for vehicular traffic will be prohibited when the bicycle signal is active.
- O-4. The Coastal Rail Trail project on Gilman Drive proposes to terminate its improvements at the I-5 northbound on- and off-ramps. Coordination with the Midcoast Trolley Extension project has identified improvements to be done by the Midcoast project to provide for more effective transitions into the bike trail and cycle track from La Jolla Colony Drive.
- O-5. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

COMMENTS

- O-6 1. The raised buffers in Cardiff are extremely dangerous, especially the southbound route. I HAVE NEVER GONE IN THE DEDICATED RAISED BUFFER BIKE LANE ALONG THIS ROUTE SINCE IT HAS OPENED. There are too many walkers, runners, animals and beach cruisers on the beach side. It is more dangerous than anything I have seen for a dedicated bike path, especially as it is a descent from Manchester. If this is the design that is intended for Gilman I am 100% against this format.
- O-7 2. Once in the raised buffer area there is NO WAY OUT! I think the intent was good, the issue is this is not only for cyclists but for anyone and everyone. If I have any speed over 10-15mph it is very, very dangerous. The Rose Creek route is overall a good design, I just wish it did not have the raised buffers so if it is busy cyclists had the option to just exit the path.
- O-8 3. The lanes are good and a bit narrow for cyclists going north and south at the same time. This issue is going to be similar to Cardiff. Once more people use the lane for walking their dogs or running it becomes dangerous for the cyclists. I have experienced this first hand on Saturday mornings riding southbound and then northbound. After 8 am it is busy with lots of different types of people who want to use the lanes.
- O-9 4. The Cardiff route was poorly designed at the turns and motorists have trouble seeing the cyclists now. The only option for cyclists is to use the road. Now it is forcing cyclists to use the entire lane for cars which makes motorists more angry at the cycling community. There was NOTHING WRONG WITH THE ROUTE AND BIKE LANE PREVIOUSLY. In my opinion it was a waste of taxpayers money. I think if this proceeds as planned, Gilman will have similar issues.
- O-10 5. I'm curious how many accidents have occurred in the dedicated raised areas in the short time they have been installed? Please compare an apple to an apple and not just the number of accidents along the route but during the same time frame with and without the raised barriers. I suspect in Cardiff it is far greater and since Rose Creek just opened it will be interesting to see the data.
- O-11 My opposition to the Gilman project is simply this, why fix something that isn't broken. The lanes are sufficiently wide enough to accommodate all involved. Almost every week I share the road with runners, walkers, motorists and other cyclists. In my opinion, you would be wasting money on creating a raised buffer area and as a result not solve the problem of the commuter or recreational cyclist. Our choice is to stay in the dedicated lane with a wide array of hazards or take the lane with the cars. My options would be to take the lane, it is less dangerous especially on the descent which I can get upwards of 25-35 mph. Please reconsider something similar to the Torrey Pines design. North bound maybe two lanes (please I beg you no barriers) and southbound a single lane. This format works well on a hill as there is ample space for all to ride, walk and cohabitat in a safe manner. It also allows the cyclist to go around if someone is in the path.
- O-12 Thank you for considering my letter. Please come out on a Saturday morning when there are lots of cyclists riding this route. Set up a table and ask what they would prefer, I suspect most would agree with my comments. Save our money for other areas that are much more in need of redesign (i.e., Sorrento Valley Rd. intersection after coming off the bike path to connect to Sorrento Valley Rd. this one needs 100 times more attention than Gilman).
- O-13 How many accidents will happen before someone is killed by these raised barriers? I appreciate the intent and hope that you will consider all of my comments. Our money is better spent improving other routes. I would be more than happy to assist anyone in discussing how

RESPONSES

O-6. The Coastal Rail Trail Class IV facility follows guidance from the National Association of City Transportation Officials (NACTO) and their *Urban Bikeway Design Guide* to provide a safe, comfortable, and equitable facility that is for bicyclists of all ages and abilities. The project proposes an 8-foot-wide cycle track separated by a 2-foot-wide raised concrete median in segments where conflicts are not anticipated. The raised median is dropped in areas where driveways or minor streets intersect the bicycle facility. The raised barrier or parallel parking is terminated at least 120 feet north of any upcoming intersection and it is replaced by a painted median with bollards with parking not allowed within an 11-foot-wide buffer space. The cycle track is also painted green and dashed at the crossing, which provides for increased visibility of cyclists and signage alerts drivers and cyclists of the upcoming crossing. The increased width of the cycle track also allows for users to have more flexibility for passing opportunities when bounded by the raised barrier or bollards/posts. The width of the facility, combined with a series of breaks in the raised median and bollards provide users with the opportunity to pass or exit the facility safely. Clarification was added to the MND Transportation/Traffic Section XVII(c) and no impacts would result.

The addition of sidewalk on the west side of Gilman Drive, including south of Via Alicante, is designed to accommodate pedestrian traffic on the west side of Gilman, and discourage pedestrian traffic on the east side by the addition of pedestrian barricades and signage. It is expected that a new 6-foot-wide sidewalk will encourage pedestrians to utilize the designated spaces as a safety and comfort measure. The southbound cycle track of the Coastal Rail Trail on Gilman Drive will be adjacent to the continuous sidewalk, which will encourage pedestrians to use the raised sidewalk instead of the cycle track. Signage and barricades will prevent pedestrians from utilizing the northbound cycle track on the east side of Gilman Drive, where a continuous sidewalk is not present south of Via Alicante. In addition, the wide facility allows for flexibility when cyclists wish to pass other users.

O-7. The cycle track, proposed to be 8 feet wide, allows for users to have more flexibility for passing opportunities when bounded by the raised barrier or bollards/posts. The raised median is dropped in areas where driveways or minor streets intersect the bicycle facility. The raised barrier or parallel parking is terminated at least 120 feet north of any upcoming intersection and it is replaced by a painted median with bollards with parking not allowed within an 11-foot-wide buffer space. The width of the facility, combined with a series of breaks in the raised median and bollards, provide users with the opportunity to pass or exit the facility safely. Clarification was added to the MND Transportation/Traffic Section XVII(c) and no impacts would result.

O-8. The addition of sidewalk on the west side of Gilman Drive, including south of Via Alicante, is designed to accommodate pedestrian traffic on the west side of Gilman, and discourage pedestrian traffic on the east side by the addition of pedestrian barricades and signage. It is expected that a new 6-foot-wide sidewalk will encourage pedestrians to utilize the designated spaces as a safety and comfort measure. The southbound cycle track of the Coastal Rail Trail on Gilman Drive will be adjacent to the continuous sidewalk, which will encourage pedestrians to use the raised sidewalk instead of the cycle track. Signage and barricades will prevent pedestrians from utilizing the northbound cycle track on the east side of Gilman Drive, where a continuous sidewalk is not present south of Via Alicante. In addition, the wide facility allows for flexibility when cyclists wish to pass other users.

COMMENTS

O-13
cont.

to improve these routes or to speak further on the matter. My number is 858-336-1857 and my email is meggiemorti@gmail.com

Please listen to this community as we understand the roads and routes better than most.

Thank you,

Phyllis Perloth

RESPONSES

O-9. While the Cardiff cycle track has similar features as the Gilman Drive Coastal Rail Trail, some conditions of the route differ and warrant an independent evaluation. The Cardiff trail is prone to increased pedestrian traffic volume. In addition, the pedestrian and bike trails are on the same grade and often shared by both user types. The cycle track on Gilman Drive is exclusive to bicycle traffic and provides for a dedicated sidewalk above grade for pedestrian traffic.

O-10. The City of San Diego completed a systemic safety analysis in 2019 (<https://www.sandiego.gov/sites/default/files/systemic-safety-the-data-driven-path-to-vision-zero.pdf>) that evaluated 3 years of crash data of over 12,000 injury crashes including 1,350 bicycle crashes. Of the bicycle involved crashes, the majority happened within an intersection footprint. As noted, the project will install bike signals where intersection conflict separation is necessary. According to the National Transportation Safety Board (NTSB/SS-1901) "although more bicycle crashes involving motor vehicles occur at intersections, crash severity is higher when a crash occurs at a midblock location." Thus "improving public roadway infrastructure with separated bikeways...can reduce crashes at midblock locations". Creation of barrier-separated bicycle facilities is a well-documented crash reduction factor to lower the chance of injury or fatality with a vehicle collision. Academic research has also found that "better safety outcomes are associated with a greater prevalence of bike facilities – particularly protected and separated bike facilities" ((Journal of Transport & Health 13 (2019) 285-301)).

O-11. A painted barrier lane alternative would not provide for physical protection from passing traffic. The raised barrier or posts provide a facility more attractive to bicyclists of all ages and abilities, eliminating the risk and fear of collisions with over-taking vehicles. High traffic volumes and speeds on Gilman Drive make a physical barrier more appropriate.

O-12. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

O-13. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

COMMENTS

From: [Phyllis Perloth](#)
To: [Willoughby, Kaitlyn](#); [DSD EAS](#); [Gloria, Todd \(External\)](#)
Subject: Re: [EXTERNAL] Re: Gilman Road Buffers
Date: Friday, July 9, 2021 3:45:21 PM
Attachments: [Outlook-tptdbixo.png](#)
[Outlook-ql3ek3t1.png](#)
[Outlook-rs3xtv4k.png](#)
[Outlook-qvqv0xa.png](#)
[Outlook-oqkk2iz2.png](#)

****This email came from an external source. Be cautious about clicking on any links in this email or opening attachments.****

P-1 [Hi Kaitlyn,
Thank you for taking time with me yesterday to discuss the Gilman Rd. Raised Buffer Project. Here are the pictures of Gilman and some of my suggestions. I have included a few more people on this email chain as well. This is too important an issue.

North Bound Gilman from the intersection:

- P-2 [
- P-3 [
- P-4 [
- No turn on red at the intersection of La Jolla Colony and Gillman could be a solution. It is a dangerous crossing for cyclists and we are not pedestrians.
 - This is my green light to turn left onto Gilman. Clearly I cannot turn as the traffic is coming off the I-5 ramp. I have to take the lane on a red light or not get across. It is not feasible to walk across and then wait again for the light to change. I'd spend 10 minutes in this intersection.
 - I do not believe any changes are necessary from the I 5 intersection at the bottom of the hill.

P-5 [



RESPONSES

P. Phyllis Perloth (2)

P-1. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

P-2. See Response O-3.

P-3. Comment noted. See Response P-2.

P-4. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

P-5. Photograph noted. The comment is a picture of the I-5 intersection at Gilman Drive and La Jolla Colony Drive.

COMMENTS

- P-6
- If the road can be expanded on the side across from the condos that would be useful. This is where there is erosion and parts of the street sink. I know that repairs are in the plans. Not sure what is protected habitat.
- P-7
- Just make the lanes and NO NEED FOR RAISED BARRIERS ALONG ANY OF THIS STRETCH OR ANY CHANGES!



West side descending Gilman from UCSD.

- P-9
- This is a very dangerous area for both pedestrians and cyclists. Motorists do not stop or look. May need a flashing light on at the stop sign to make sure they stop.

RESPONSES

P-6. The Coastal Rail Trail project on Gilman Drive proposes to widen the road section near Via Alicante and Via La Jolla Drive to include a 6.5-foot wide sidewalk. A retaining wall will be installed to provide the width needed and support the eroding slope.

P-7. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

P-8. Photograph noted. The comment is a picture of the West side of Gilman Drive heading south from UCSD.

P-9. (Image appears to be of La Jolla Village Drive Eastbound off-ramp). A new traffic signal is proposed at the intersection of Gilman Drive and La Jolla Village Drive Eastbound off- and on-ramps. The limit line for vehicles exiting the off-ramp will be set back and vehicles will approach the signalized intersection with a 3-section vehicular signal head. The signal will provide a green arrow when this phase is activated, allowing for safe crossing when cyclists or pedestrians are not in the intersection.

COMMENTS



Down Gilman

- P-11 ☐
- P-12 ☐
- P-13 ☐
- P-14 ☐
- P-15 ☐
- P-16 ☐
- Plenty of room as a cyclist. Raised buffers would make this extremely dangerous.
 - There would be nowhere to go around another cyclist or pedestrian.
 - The buffers restrict the space and leave little if any room for error.
 - The speed of descent is what makes the raised barriers even more treacherous. As a recreational cyclist I get up to 25 mpm. The cycling groups can get up to 35-40mph or close to the speed limit.
 - If a car is going to hit a cyclist the buffer won't stop them. They will go over the barrier, just like through a fence.
 - In this picture the space is wide and it would waste the cities money to change any of this!

RESPONSES

P-10. Photograph noted. The comment is a picture of Gilman Drive.

P-11. The Coastal Rail Trail Class IV facility follows guidance from the National Association of City Transportation Officials (NACTO) and their *Urban Bikeway Design Guide* to provide a safe, comfortable, and equitable facility that is for bicyclists of all ages and abilities. The project proposes an 8-foot-wide cycle track separated by a 2-foot-wide raised concrete median in segments where conflicts are not anticipated. The raised median is dropped in areas where driveways or minor streets intersect the bicycle facility. The raised barrier or parallel parking is terminated at least 120 feet north of any upcoming intersection and it is replaced by a painted median with bollards with parking not allowed within an 11-foot-wide buffer space. The cycle track is also painted green and dashed at the crossing, which provides for increased visibility of cyclists and signage alerts drivers and cyclists of the upcoming crossing. The increased width of the cycle track also allows for users to have more flexibility for passing opportunities when bounded by the raised barrier or bollards/posts. The width of the facility, combined with a series of breaks in the raised median and bollards provide users with the opportunity to pass or exit the facility safely. Clarification was added to the MND Transportation/Traffic Section XVII(c) and no impacts would result.

P-12. See response to P-11.

P-13. See response to P-11.

P-14. See response to P-11.

P-15. The raised barrier or posts provide a facility more attractive to bicyclists of all ages and abilities, eliminating the risk and fear of collisions with over-taking vehicles. High traffic volumes and speeds on Gilman Drive make a physical barrier more appropriate. The proposed barrier is a 2-3-foot-wide median with concrete curbs 6-inches tall, similar to a sidewalk.

P-16. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

COMMENTS

P-17
cont.



Latter half of Gilman

- This area needs to be clearly marked.
- If the sidewalk is going to be installed then the curb can be on the right and this will help with the overgrown brush.
- Clearly maked bike lane but no buffers needed.
- Wide space, plenty of room to all be together. The buffers would narrow the space and cause an unnecessary hazard.

RESPONSES

P-17. Photograph noted. The comment is a picture of Gilman Drive.

P-18. Improved pavement striping and markings and signage will be implemented to clearly denote the separated cycle track, buffers, and crossings at intersections and driveways. Bike buffers will be 2-foot-wide with 6-inch thermoplastic white stripes. The cycle track will also include green-backed bicycle lane pavement markings at the initiation of the lane after a crossing. Driveway crossings will feature emerald green pavement markings on 4-foot intervals. Bike lane, Bike Route, and No Parking signage will be placed where applicable.

P-19. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

P-20. The raised barrier or posts with buffer provide a facility more attractive to bicyclists of all ages and abilities, eliminating the risk and fear of collisions with over-taking vehicles. High traffic volumes and speeds on Gilman Drive make a physical barrier or buffers more appropriate. In sections where parking is currently allowed, the project will shift parallel parking to be adjacent to the vehicular traffic lanes, providing a 3-foot wide buffer adjacent to the cycle track. The buffer allows for passenger loading and prevents door collisions with cycle track users.

P-21. See response to P-20.

COMMENTS



Bottom 1/2 of Gilman to the light

- P-23
- P-24
- P-25
- P-26
- P-27
- P-28
- This is more of a problem.
 - Little space with the parking for cyclists
 - No dedicated lane currently. Have to take the lane when anyone or a hazard is along the side of the road.
 - The parking is what makes this a hazardous space. Don't know if there is a way to limit the parking in this area as that would take care of the problem. If not then a clearly marked lane without the raised buffers would be useful.
 - The crossover at the bottom when UCSD is in full session is tricky and dangerous. Need to improve that significantly!
 - This is dangerous for families as well as cyclists. Come at 5pm at the end of September after everyone returns to campus. It is challenging at best.

RESPONSES

- P-22. Photograph noted. The comment is a picture of Gilman Drive.
- P-23. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.
- P-24. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.
- P-25. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.
- P-26. Improved pavement striping and markings and signage will be implemented to clearly denote the separated cycle track, buffers, and crossings at intersections and driveways. Bike buffers will be 2-feet-wide with 6-inch thermoplastic white stripes. The cycle track will also include green-backed bicycle lane pavement markings at the initiation of the lane after a crossing. Driveway crossings will feature emerald green pavement markings on 4-foot intervals. Bike lane, Bike Route, and No Parking signage will be placed where applicable.
- The raised barrier or posts with buffer provide a facility more attractive to bicyclists of all ages and abilities, eliminating the risk and fear of collisions with over-taking vehicles. High traffic volumes and speeds on Gilman Drive make a physical barrier or buffers more appropriate. In sections where parking is currently allowed, the project will shift parallel parking to be adjacent to the vehicular traffic lanes, providing a 3-foot wide buffer adjacent to the cycle track. The buffer allows for passenger loading and prevents door collisions with cycle track users.
- P-27. The project proposes to maintain a separated cycle track using a painted median with flexible delineators as the cycle track approaches Gilman Court. An 85-foot-long concrete barrier with crash cushions replaces the flexible posts as the cycle track approaches the I-5 southbound on-ramp. This allows for cyclists to be shielded from vehicular traffic on the left, while providing a space for cyclists to wait and activate the bicycle signal to cross the intersection. Near-sighted and far-sighted bicycle signal heads will be installed to alert cyclists when crossing is safe, and right turns on red for vehicular traffic will be prohibited when the bicycle signal is active.
- P-28. See Response P-27.

COMMENTS

P-29



P-30

In summary, I appreciate the city wanting to improve the cycling areas. The routes along Torrey Pines Hill, along the 5 up to UCSD are vastly improved. Rose Creek is good and with the buffers it appears to be too narrow for the cyclist, dog walkers, children and pedestrians. It has been challenging already at times when it is a busy weekend. The barriers limit the space and with no way out for a cyclist we end up not using the dedicated space which is unfortunate.

P-31

If the Gilman project progresses, the raised barriers, it will result in the cyclist taking the lanes with the cars, especially on the descents. It is too dangerous to be confined to a small space that will have unexpected hazards (dogs, children, novice riders) and could have deadly consequences. Cardiff, along the coast highway did this and I will NEVER use the dedicated bike path inside on the descent. It is great for pedestrians and much safer for the beach cruiser, but not for the cyclist who commutes or is riding for fun. I take the full lane now and hope and pray as I go through that section.

P-32

Please, please, please don't ruin Gilman in this way. It works and is a very heavily traveled route for many in the cycling community. Take the time to talk to us and allow us to help with the solutions. Many of us will be available to work with the city as this area is revised and improved. Thank you and please contact me if I can assist in any way.

Phyllis Perlroth
858-336-1857

On Thu, Jul 8, 2021 at 2:24 PM Willoughby, Kaitlyn <KWilloughby@sandiego.gov> wrote:
Of course, here is my zoom link:

RESPONSES

P-29. Photograph noted. The comment is a picture of Gilman Drive.

P-30. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

P-31. See Response P-21. The Coastal Rail Trail Class IV facility follows guidance from the National Association of City Transportation Officials (NACTO) and their *Urban Bikeway Design Guide* to provide a safe, comfortable, and equitable facility that is for bicyclists of all ages and abilities. The project proposes an 8-foot-wide cycle track separated by a 2-foot-wide raised concrete median in segments where conflicts are not anticipated. The raised median is dropped in areas where driveways or minor streets intersect the bicycle facility. The raised barrier or parallel parking is terminated at least 120 feet north of any upcoming intersection and it is replaced by a painted median with bollards with parking not allowed within an 11-foot-wide buffer space. The cycle track is also painted green and dashed at the crossing, which provides for increased visibility of cyclists and signage alerts drivers and cyclists of the upcoming crossing. The increased width of the cycle track also allows for users to have more flexibility for passing opportunities when bounded by the raised barrier or bollards/posts. The width of the facility, combined with a series of breaks in the raised median and bollards provide users with the opportunity to pass or exit the facility safely. Clarification was added to the MND Transportation/Traffic Section XVII(c) and no impacts would result.

P-32. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

COMMENTS

From: [Roy Tobin](#)
To: [DSD EAS](#)
Subject: [EXTERNAL] comment on (Coastal Rail Trail SDP / 644885)
Date: Saturday, June 12, 2021 12:32:02 PM

This email came from an external source. Be cautious about clicking on any links in this email or opening attachments.

re: Comments on Coastal Rail Trail SDP / 644885 dated June 11, 2021

Q-1 I am a vehicular cyclist. If the reason for this project is increased safety for cyclists, this goal may be accomplished simply and cheaply:

SUMMARY

- Q-2 1. eliminate all on-street parking on Gilman to eliminate "door zone"
- Q-3 2. widen existing bicycle lane buffer per MUTCD
- Q-4 3. apply fresh paint for adequate visibility
- Q-5 4. smooth the road surface in the bicycle lanes
- Q-6 5. DO NOT install flexible posts for they are hazardous

DETAIL

Q-7 Please eliminate all on-street parking on Gilman Dr. to eliminate the "door zone" safety hazard. Roads are for transportation, not vehicle storage.

Q-8 With the road space thus reclaimed, please widen the existing bicycle lane* buffer if possible and where needed per MUTCD.

Q-9 Please apply fresh paint for the bicycle lanes and use newer green paint per convention and then subsequently *maintain* this paint.

Q-10 Please smooth the asphalt surface and subsequently *maintain* the asphalt. Never trench or permit trenching in a bicycle lane.

Q-11 Please DO NOT install flexible posts. These are hazardous in general and at downhill speeds in this location they are simply death magnets. Safety alone is reason enough to NOT erect posts in a roadway. But adding to that, they are a maintenance albatross around the neck of the city's taxpayers.

Q-12 Set aside expense, and instead think of the carbon emissions this proposed project has over the alternative of simply ridding this arterial street of parked SUVs and laying down some fresh paint. Please take the Paris Climate Agreement seriously for once.

Q-13 I do not find the words "purpose" "reason" or "justification" in the declaration. I find this odd. I think a clear purpose(s) should be stated in writing on the record for all taxpayers to see.

Q-14 Thanks.

* 1003.2 Class II Bikeways (Bike Lanes)

RESPONSES

Q. Roy Tobin

Q-1. Comment noted. The Coastal Rail Trail Class IV facility follows guidance from the National Association of City Transportation Officials (NACTO) and their *Urban Bikeway Design Guide* to provide a safe, comfortable, and equitable facility that is for bicyclists of all ages and abilities. The project proposes an 8-foot-wide cycle track separated by a 2-foot-wide raised concrete median in segments where conflicts are not anticipated. The raised median is dropped in areas where driveways or minor streets intersect the bicycle facility. The raised barrier or parallel parking is terminated at least 120 feet north of any upcoming intersection and it is replaced by a painted median with bollards with parking not allowed within an 11-foot-wide buffer space. The cycle track is also painted green and dashed at the crossing, which provides for increased visibility of cyclists and signage alerts drivers and cyclists of the upcoming crossing. The increased width of the cycle track also allows for users to have more flexibility for passing opportunities when bounded by the raised barrier or bollards/posts. The width of the facility, combined with a series of breaks in the raised median and bollards provide users with the opportunity to pass or exit the facility safely. Clarification was added to the MND Transportation/Traffic Section XVII(c) and no impacts would result.

Q-2. Improved pavement striping and markings and signage will be implemented to clearly denote the separated cycle track, buffers, and crossings at intersections and driveways. Bike buffers will be 2-feet-wide with 6-inch thermoplastic white stripes. The cycle track will also include green-backed bicycle lane pavement markings at the initiation of the lane after a crossing. Driveway crossings will feature emerald green pavement markings on 4-foot intervals. Bike lane, Bike Route, and No Parking signage will be placed where applicable.

In sections where parking is currently allowed, the project will shift parallel parking to be adjacent to the vehicular traffic lanes, providing a 3-foot wide buffer adjacent to the cycle track. The buffer allows for passenger loading and prevents door collisions with cycle track users.

Q-3. The project will provide 2-3-foot-wide raised concrete median in segments where conflicts are not anticipated or parallel parking is not possible. The raised median is dropped in areas where driveways or minor streets intersect the bicycle facility. The raised barrier or parallel parking is terminated at least 120 feet north of any upcoming intersection and it is replaced by a painted median 2-3-feet-wide with 6-inch thermoplastic white striping with bollards per CA MUTCD standards.

Q-4. See response to Q-2.

Q-5. Pavement will be resurfaced where necessary, including segments of the cycle track where widening or median installation is proposed.

Q-6. Painted buffers 3-feet in width will feature bollards/flexible posts when parallel parking is allowed to the left of the cycle track. The posts provide a facility more attractive to bicyclists of all ages and abilities, eliminating the risk and fear of collisions with over-taking vehicles. High traffic volumes and speeds on Gilman Drive make a physical barrier more appropriate, and prevent vehicles from encroaching into the cycle track

COMMENTS

(Intentionally Left Blank)

RESPONSES

Q-7. See Response Q-2.

Q-8. See Response Q-3.

Q-9. See Response Q-4.

Q-10. See Response Q-5.

Q-11. See Response Q-6.

Q-12. The Project proposes to improve active transportation infrastructure and is consistent with the City's Climate Action Plan and CAP Consistency Checklist. For more information, please see Section VIII. Greenhouse Gas Emissions of the Mitigated Negative Declaration.

Q-13. Please see the Description of the project in the Mitigated Negative Declaration for the purpose of the project which is to provide active transportation infrastructure connections from the Rose Canyon Bikeway into the University and La Jolla Communities and the University of California at San Diego.

Q-14. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

COMMENTS

From: [Steve Myrick](#)
To: [DSD EAS](#)
Subject: [EXTERNAL] Comments on Project No. 644885
Date: Thursday, June 10, 2021 2:50:22 PM

This email came from an external source. Be cautious about clicking on any links in this email or opening attachments.

- R-1 I would like to provide comments regarding Project No. 644885. There are some factors that must be considered and integrated into the final design. There must be a sidewalk running parallel to the full length of the proposed cycle track on Gilman Drive. Without this sidewalk the cycle track becomes an alternative travel lane for pedestrians. This competition for space between cyclists and pedestrians is an accident waiting to happen. Gilman Dr. between I-5 and UCSD has slopes from 1% - 6%. Bicycles and electric bicycles traveling south often reach speeds between 20 and 30 miles per hour. If they encounter slower moving cyclists on the cycle track there is a potential for a crash. A raised cycle track or bollards separating the cycle track makes the chance of a crash much greater since the faster moving cyclists have no where to go. A way to provide a better design is to include sharrows and Bikes May Use Full Lane signs along the roadbed parallel to the cycle track. The previously mentioned barriers (bollards or whatever) are also a potential problem. Any barriers should be widely spaced (especially around cross streets and/or driveways) and be flexible. Cross streets and driveways provide another obstacle for cyclists, especially on the west (downhill) side of Gilman. When there are barriers and/or a raised cycle track separating the cycle track from the roadbed, cyclists in the cycle track have no where to go to avoid a crash. If the cycle track is built on the west side, special attention should be paid to the locations where motorized traffic intersects with cyclists. Cycle tracks are safest when they are located on level terrain with no cross streets. Please consider the previous statements when you design the cycle tracks. It is always easier to design something correctly initially, than to try and modify a design after it is shown that the original design has flaws.
- R-2
- R-3
- R-4
- R-5
- R-6
- R-7 Thank you for reading my comments.
Steve Myrick

Sent from my iPhone which is smart so I don't have to be.

RESPONSES

R. Steve Myrick

R-1. The project proposes to install sidewalk on the west side of Gilman Drive wherever it is currently missing. This will provide for a continuous sidewalk parallel to Gilman Drive on the west side of the road. The continuous sidewalk will encourage pedestrians to utilize the designated spaces as a safety and comfort measure. The southbound cycle track of the Coastal Rail Trail on Gilman Drive will be adjacent to the continuous sidewalk, which will encourage pedestrians to use the raised sidewalk instead of the cycle track. Signage and barricades will prevent pedestrians from utilizing the northbound cycle track on the east side of Gilman Drive, where a continuous sidewalk is not present south of Via Alicante.

R-2. The Coastal Rail Trail Class IV facility follows guidance from the National Association of City Transportation Officials (NACTO) and their *Urban Bikeway Design Guide* to provide a safe, comfortable, and equitable facility that is for bicyclists of all ages and abilities. The project proposes an 8-foot-wide cycle track separated by a 2-foot-wide raised concrete median in segments where conflicts are not anticipated. The raised median is dropped in areas where driveways or minor streets intersect the bicycle facility. The raised barrier or parallel parking is terminated at least 120 feet north of any upcoming intersection and it is replaced by a painted median with bollards with parking not allowed within an 11-foot-wide buffer space. The cycle track is also painted green and dashed at the crossing, which provides for increased visibility of cyclists and signage alerts drivers and cyclists of the upcoming crossing. The increased width of the cycle track also allows for users to have more flexibility for passing opportunities when bounded by the raised barrier or bollards/posts. The width of the facility, combined with a series of breaks in the raised median and bollards provide users with the opportunity to pass or exit the facility safely. Clarification was added to the MND Transportation/Traffic Section XVII(c) and no impacts would result.

R-3. Cyclists may continue to use the rightmost traffic lane if preferred. Due to the speed limit on Gilman Drive, a Class II bike lane or Class IV bikeway is more appropriate to facilitate bicycle travel per the California MUTCD, which states that "shared lane markings [i.e. sharrows] should not be placed on roadways that have a speed limit above 35mph." Sharrows are more appropriate in cases where a designated bikeway cannot be provided or the rightmost traffic lane is too narrow to allow motor vehicles to safely pass cyclists. Since a designated bicycle facility is provided in this corridor, shared lane markings (i.e. sharrows) are not recommended as part of the Coastal Rail Trail project.

R-4. See response to R-2.

R-5. See response to R-2.

R-6. See response to R-2.

R-7. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

COMMENTS

From: [Valentina Desmond Holroyd](#)
To: [DSD EAS](#)
Subject: [EXTERNAL] Gillman Cycle Track Project #644885
Date: Thursday, June 10, 2021 1:26:33 PM

****This email came from an external source. Be cautious about clicking on any links in this email or opening attachments.****

- S-1 [Dear City of San Diego:
I attended the opening ceremony of the Rose Bike Path last week and was THRILLED to see San Diego caring so much for it's bicycling community. I am greatly concerned about project No. 644885, the Gillman Cycle Track, moving forward. This is counter to anything we as cyclists would consider safe, and it will create a significantly hazardous situation for our cycling community. I hope, if it goes through, it won't take a serious injury or fatality to prove this.
- S-2 [
- S-3 [I am an avid cyclist and 90% of the time, use Gillman as my final descent back home (downtown). I consider myself to be a mediocre cyclist - typically averaging between 13-18 mph on my rides. I never go down Gillman slower than 20-24 mph, simply due to it's downhill profile.
- S-4 [As it relates to this project:
1. I would agree that the sidewalk continuation is a good idea.
- S-5 [2. If you have to add one cycle track, the northbound portion of this project is probably ok. The one exception to this would be eBikes who typically ride up in that direction at 20-25mph. They would face the same issue I raise in #3 following this comment.
- S-6 [3. For the southbound portion of this project, there are far too many crossing conflicts north of Via Alicante and then on the entire length southbound. If installed, this would literally trap cyclists in the bikeway with no possible escape given the average speed down Gillman is 20-30mph.
- S-7 [4. If this project continues forward, I would STRONGLY suggest creating a sharrow lane with signs indicating that cyclists may use the full lane. Honestly, I would never use the cycle lane as I would feel too trapped, and I would hope that understanding that I am not alone, The City of San Diego would want to create the safest environment they can for cyclists by at the very least including the sharrow lane.
- S-8 [
- S-9 [Thank you for your consideration. If you need any additional information, please do not hesitate to contact me. My cell number is included below.

Cheers,
Valentina Holroyd
Columbia District Resident

RESPONSES

S. Valentina Holroyd

- S-1. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.
- S-2. The Coastal Rail Trail Class IV facility follows guidance from the National Association of City Transportation Officials (NACTO) and their *Urban Bikeway Design Guide* to provide a safe, comfortable, and equitable facility that is for bicyclists of all ages and abilities. The project proposes an 8-foot-wide cycle track separated by a 2-foot-wide raised concrete median in segments where conflicts are not anticipated. The raised median is dropped in areas where driveways or minor streets intersect the bicycle facility. The raised barrier or parallel parking is terminated at least 120 feet north of any upcoming intersection and it is replaced by a painted median with bollards with parking not allowed within an 11-foot-wide buffer space. The cycle track is also painted green and dashed at the crossing, which provides for increased visibility of cyclists and signage alerts drivers and cyclists of the upcoming crossing. The increased width of the cycle track also allows for users to have more flexibility for passing opportunities when bounded by the raised barrier or bollards/posts. The width of the facility, combined with a series of breaks in the raised median and bollards provide users with the opportunity to pass or exit the facility safely. Clarification was added to the MND Transportation/Traffic Section XVII(c) and no impacts would result.
- S-3. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.
- S-4. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.
- S-5. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.
- S-6. See response to S-2.
- S-7. Cyclists may continue to use the rightmost traffic lane if preferred. Due to the speed limit on Gilman Drive, a Class II bike lane or Class IV bikeway is more appropriate to facilitate bicycle travel per the California MUTCD, which states that "shared lane markings [i.e. sharrows] should not be placed on roadways that have a speed limit above 35mph." Sharrows are more appropriate in cases where a designated bikeway cannot be provided or the rightmost traffic lane is too narrow to allow motor vehicles to safely pass cyclists. Since a designated bicycle facility is provided in this corridor, shared lane markings (i.e. sharrows) are not recommended as part of the Coastal Rail Trail project.
- S-8. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.
- S-9. Comment noted. The comment does not address the adequacy of the Mitigated Negative Declaration. No further response is required.

COMMENTS

--
Valentina Holroyd
Specialized USA Ambassador
Pactimo Brand Ambassador
UC Cyclery, La Jolla
925.858.0086

RESPONSES

(Intentionally Left Blank)

INITIAL STUDY CHECKLIST

1. Project title/Project number: Coastal Rail Trail SDP / 644885
2. Lead agency name and address: City of San Diego, 1222 First Avenue, MS-501, San Diego, California 92101
3. Contact person and phone number: Sara Osborn / (619) 446-5381
4. Project location: An approximately 1.8-mile-long segment of Gilman Drive between La Jolla Village Drive and Interstate 5 within both the La Jolla and University Community Planning Areas in Council District 1. (USGS 7.5' Topographic Quadrangle: La Jolla)
5. Project Applicant/Sponsor's name and address: Alejandra Gonzalez Nava, Associate Engineer, City of San Diego Engineering and Capital Projects, 525 B Street, San Diego, CA 92101
6. General/Community Plan designation: Right of Way, Residential, Open Space
7. Zoning: Right of Way along RM-1-1; RM-3-7; CO-1-2; LJSPD-SF
8. Description of project (Describe the whole action involved, including but not limited to, later phases of the project, and any secondary, support, or off-site features necessary for its implementation.):

The City of San Diego (City) proposes to construct the an approximately 1.8 mile long segment of the Coastal Rail Trail bicycle facilities located on Gilman Drive between the University of California, San Diego (UCSD) campus and the Rose Canyon Bikeway within both the La Jolla and University Community Planning Areas (USGS 7.5' Topographic Quadrangle: La Jolla). It is approximately 1.8 miles long, and represents Segment 9 of the CRT Project Study Report. Natural open space is present on steep, eroded slopes (15% to 45%), and in a drainage that parallels Gilman Drive from Via Alicante to the I-5 freeway (at the base of the slope along the east side of the roadway). The site is located within and adjacent to the Multi-Habitat Planning Area (MHPA) of the City of San Diego's Multiple Species Conservation Program (MSCP) Subarea Plan.

The proposed project includes a one-way protected cycle track on each side of Gilman Drive and a continuous sidewalk on the west side of Gilman Drive over a project distance of approximately 8,800 linear feet. The cycle track will be separated from vehicular traffic by a raised median, striping, flexible posts, on-street parking, or other physical barrier. To accommodate the cycle tracks, the project would include roadway widenings on the west side of Gilman Drive from Villa La Jolla Drive southerly to an existing private driveway (an approximate distance of 3,000 linear feet). Roadway widenings would occur on the east side of Gilman Drive from Via Alicante to the Interstate 5 (I-5) southbound off-ramp (an approximate distance of 4,500 linear feet) along with construction of a 2-foot recovery slope adjacent to the cycle track along portions of the natural area from Via Alicante to I-5. In addition to roadway widening, the project includes roadway re-striping, street lighting, landscaping, retaining walls, drainage improvements, bus stop improvements and traffic signal modifications. The existing

traffic signals at I-5, Via Alicante and Villa La Jolla Drive would be modified to work in conjunction with the proposed improvements.

Retaining walls would be required on the west side of Gilman Drive from just north of Villa La Jolla Drive to Via Alicante (an approximate distance of 1,054 LF) and from a point south of Via Alicante to a private driveway at La Jolla Hideaway private apartments (an approximate distance of 1,120 LF). The walls would range from heights between three and seventeen feet.

A new sidewalk would be constructed along the west side of Gilman Drive to connect existing sidewalk segments and create a continuous sidewalk along the entire west side. The sidewalks would be directly next to the proposed retaining walls. The sidewalks on the east side of Gilman Drive north of Via Alicante to La Jolla Village Drive would remain in place, and a new sidewalk would not be constructed on the east side of Gilman Drive south of Via Alicante.

Parallel parking would be protected along both sides of Gilman Drive most of the length between the La Jolla Village Drive ramps and Villa La Jolla Drive, and on the east side, south to Via Alicante. Additional parallel parking would be provided along the west side near the existing apartments and private driveways along the southern portion of the project. The parking spaces would be part of the buffer between the cycle track and vehicular traffic. In these areas, the raised buffer would not be constructed, rather, the cycle track and parking would be separated by a striped buffer.

Street lighting would be provided along Gilman Drive along the length of the project. The lighting would be installed per City of San Diego street lighting standards, with light standards on both sides of the street at 300-foot intervals. The lighting would be fully shielded to not shine in adjacent houses or open space areas, and would conform to dark sky glare reduction standards as well.

Existing storm drains within open space are undersized and have failed causing erosion. The storm drains are subject to improvements and will include the construction of: curb and gutters, curb inlets, cleanouts, storm drains, and brow ditches in order to comply with the City's Region MS4 Permit, and the City of San Diego's Storm Water Standards BMP Design Manual dated 2018 at the preparation of this report.

A raised curb buffer would be placed on either side of the bus stop passenger waiting area. The bus stops on the west (southbound) side of Gilman Drive would remain at the sidewalk, and busses would pull into the cycle track area to pick up passengers.

Green paint and striping would highlight the cycle track at intersections and bus stops. Raised buffers also would be constructed on either side of driveway intersections where the cycle track is separated from driving lanes by painted stripes. The traffic signals at Villa La Jolla would be shifted to accommodate the project, and a new traffic signal would be added at La Jolla Village Drive.

Acquisition of additional roadway right-of-way (ROW) is required from several parcels east of Gilman Drive, south of Via Alicante, and temporary construction easements are required for several parcels for slope grading and retaining wall construction.

9. Surrounding land uses and setting:

The site is located along Gilman Drive in an urban area of multifamily housing south of the University of California, San Diego (UCSD) campus. Natural open space is present on steep, eroded slopes (15% to 45%), and in a drainage that parallels Gilman Drive from Via Alicante to the I-5 freeway (at the base of the slope along the east side of the roadway). The site is located within and adjacent to the Multi-Habitat Planning Area (MHPA) of the City of San Diego's Multiple Species Conservation Program (MSCP) Subarea Plan. Much of the landscape has been altered by urban development.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

The City is the project Lead Agency under CEQA. In its role as Lead Agency, the City is responsible for ensuring the adequacy of this Initial Study/Mitigated Negative Declaration. Caltrans, on behalf of the Federal Highway Administration, is the Lead Agency under the National Environmental Policy Act and requires preparation of a Natural Environment Study (NES). Additionally, a LSA permit was administered through the California Dept of Fish & Wildlife.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

The Lipay Nation of Santa Ysabel, Jamul Indian Village and the San Pasqual Band of Mission Indians all requested consultation pursuant to Public Resources Code Section 21080.3.1. The City of San Diego sent notification to these three Native American Tribes on January 21, 2021. The Lipay Nation of Santa Ysabel requested more information which was provided, and consultation closed on March 22, 2021. No response was received from the San Pasqual Band of Mission Indians or Jamul Indian Village within the 60-day period to request consultation and additional information. Jamul Indian Village responded concurring with the mitigation on April 12, 2021. Please see Section XVIII(b) of the Initial Study for more information regarding the consultation.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noise | <input type="checkbox"/> Utilities/Service System |
| <input type="checkbox"/> Geology/Soils | <input checked="" type="checkbox"/> Mandatory Findings Significance | <input type="checkbox"/> Wildfire |

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial evaluation:

- ☐ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will 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 revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required.
- ☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or (MITIGATED) NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or (MITIGATED) NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis.)
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses”, as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or (mitigated) negative declaration. *Section 15063(c)(3)(D)*. In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated”, describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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I. AESTHETICS – Would the project:

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| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Pursuant to the City's Thresholds, projects that block public views from designated open space areas, roads, or scenic vistas to significant visual landmarks may result in significant impacts. A scenic vista is generally defined as a public viewpoint that provides expansive or notable views of a highly valued landscape and are typically identified in planning documents, such as a community plan, but can also include locally known areas or locations where high-quality public views are available. Gilman Drive bounds University and La Jolla and is a primary road to access both communities.

Along the University community, Gilman Drive is located adjacent to private open space along the east side of the street between Via Alicante and I-5. The slopes on the east side of Gilman Drive are preserved as open space by easement and provide a scenic entrance to this part of the community from I-5. Most of the bike path project would utilize the existing right of way, however, encroachment into the eastern open space will require some grading or vegetation removal. Since revegetation of this area is proposed the project would not substantially change the existing visual character of this private open space area.

The north west portion of the project along Gilman Drive is located within the La Jolla community and will include construction of retaining walls varying in height, from three to seventeen feet. The project proposes approximately 2200 linear feet of retaining walls with an average of 10 feet tall along Gilman Drive which will be visible to the public. The walls will allow for the right of way to be widened and will exceed the significance threshold of retaining walls greater than six feet in height and 50 feet in length at some locations. The walls will be sand colored faux-rock soil-nail walls to blend in with the natural soil colors of the hillside and undulate with the slope.

The project is not located within, nor would it obstruct, a designated scenic vista, view corridor, or gateway identified within the University Community Plan or the La Jolla Community Plan. The open space area within the project boundaries are not designated as a significant public resource. Despite the private open space not being identified as a scenic vista, public views of the open space would not be affected by the project. Therefore, project implementation would not have a substantial adverse effect on a scenic vista and impacts would be less than significant.

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| b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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As noted above in I(a) pursuant to the City's Thresholds, projects that block public views from designated open space areas, roads, or scenic vistas to significant visual landmarks may result in significant impacts. State Scenic Highways are considered scenic vistas due to the visual attributes and resources that comprise their designation.

There are no designated State Scenic Highways with views to Gilman Drive and the improvements include right of way improvements for active transportation uses. Therefore, the project would not

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
substantially damage or block views of scenic resources, including those along a State Scenic Highway. No impacts would occur.				
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

According to the City's Thresholds projects that severely contrast with the surrounding neighborhood character may result in a significant impact. To meet this threshold one or more of the following conditions must apply: the project would have to exceed the allowable height or bulk regulations and the height and bulk of the existing patterns of development in the vicinity of the project by a substantial margin; have an architectural style or use building materials in stark contrast to adjacent development where the adjacent development follows a single or common architectural theme (e.g., Gaslamp Quarter, Old Town); result in the physical loss, isolation or degradation of a community identification symbol or landmark (e.g., a stand of trees, coastal bluff, historic landmark) which is identified in the General Plan, applicable community plan or local coastal program; be located in a highly visible area (e.g., on a canyon edge, hilltop or adjacent to an interstate highway) and would strongly contrast with the surrounding development or natural topography through excessive height, bulk signage or architectural projections; and/or the project would have a cumulative effect by opening up a new area for development or changing the overall character of the area.

Implementation of the project involves right of way improvements for active transportation uses and includes retaining walls and drainage improvements. Some vegetation removal would be required along the alignment but the removal would not substantially alter the visual character of Gilman Drive or the open space. The north west portion of the project will include construction of retaining walls varying in height with an average of 10 feet tall, with some points extending to 17 feet. The project proposes approximately 2200 linear feet of retaining walls along Gilman Drive that will be visible to the public and are on the northern portion of the project, further from the open space area, adjacent to multifamily residences. Three-strand tension cable railings approximately three feet high would be installed at the top of each wall. The cables would be strung between metal posts spaced between four and ten feet apart. All the metal components of the railing would be stained with a rust-brown patina finish. The walls will exceed the significance threshold of retaining walls greater than six feet in height and 50 feet in length at some locations. The location where the soil nail walls are to be constructed consist primarily of exposed light-tan soil where the slope was previously cut in order to construct the existing roadway, and sparse to thick growth of non-native, light-colored grasses and chaparral at the top of the cut slopes. Native shrubs are located higher up the slope above the exiting slope cuts. The soil nail walls would have a textured faux rock finish and modeled earth-tone coloring to blend with the surrounding environment.

The treatment of the crib walls would be earth tone color to blend with the surrounding hillside with a faux rock finish and reduce impacts through design and materials. The project is in an area where there is adjacent development and the project would be visually compatible with the existing character. A Visual Impact Assessment was prepared for the project by KTUA Planning and Landscape Architecture and includes visual simulations of the project and retaining walls. The visual simulations show that the retaining walls are designed with wall texturing and earth-tone coloring to

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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blend with the natural environment and that the native plantings would soften the appearance of the retaining walls and mimic existing conditions, thereby reducing the potential for a visual impact.

The project is also within a 2035 Transit Priority Area. Pursuant to CEQA Statue Section 21099 (d)(1) aesthetic impacts related to projects located on infill sites within a Transit Priority Area (TPA) shall not be considered a significant impact on the environment. Therefore, it was determined that the project would result in a less than significant impact to the visual character, and the walls would not substantially degrade the existing visual quality of the site and its surroundings.

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| d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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According to the City's Thresholds, a project may have a significant light and glare impact if a project would shed substantial light onto adjacent, light-sensitive property or land use, or would emit a substantial amount of ambient light into the nighttime sky.

The street lighting along Gilman Drive currently is mostly concentrated near existing residential areas, and most of the roadway is dark. Street lighting would be provided along Gilman Drive along the length of the project. The lighting would be installed per City of San Diego street lighting standards, with light standards on both sides of the street at 300-foot intervals. The lighting would be fully shielded to avoid shining into adjacent houses or open space areas and would also conform to dark sky glare reduction standards. The project, therefore, is not proposing lighting that would create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Impacts related to light and glare would be less than significant.

- II. AGRICULTURAL AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. – Would the project:

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| a) Converts Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland. Unique farmland is land, other than prime farmland, that has combined conditions to produce sustained high quality and high yields of specialty crops. Farmland of Statewide Importance may include tracts of land that have been designated for agriculture by State law. In some areas that are not identified as having national or statewide importance, land is considered to be Farmland of Local Importance. The Farmland Mapping and Monitoring Program (FMMP) maintained by the California Department of Conservation (CDC) is the responsible state agency for overseeing the farmland classification. In addition, the City's Thresholds state that in relation to

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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converting designated farmland, a determination of substantial amount cannot be based on any one numerical criterion (i.e., one acre), but rather on the economic viability of the area proposed to be converted. Another factor to be considered is the location of the area proposed for conversion.

According to the CDC's California Important Farmland Finder (CDC 2016), the project does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Agricultural land is not present on the site or in the general vicinity. As a result, the project would not result in the conversion of such lands to non-agricultural use. No impacts would occur.

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| b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Refer to response II (a), above. There are no Williamson Act Contract lands on or within the vicinity of the project. The project is consistent with the existing land use and circulation of the community plans. The project would not conflict with any properties zoned for agricultural use or be affected by a Williamson Act Contract. Therefore, no impacts would result.

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| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. No designated forest land or timberland occur onsite as the project is consistent with the community plan, and the underlying zone. No impacts would result.

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| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Refer to response II (c) above. Additionally, the project would not contribute to the conversion of any forested land to non-forest use, as surrounding properties are developed, and land uses are generally built out. No impacts would result.

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| e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Refer to response II (a) and II (c), above. The project and surrounding areas do not contain Farmlands or forest land. No changes to any such lands would result from project implementation. Therefore, no impact would result.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations – Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The San Diego Air Pollution Control District (SDAPCD) and San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the San Diego Air Basin (SDAB). The County Regional Air Quality Strategy (RAQS) was initially adopted in 1991, and is updated on a triennial basis (most recently in 2016). The RAQS outlines the SDAPCD's plans and control measures designed to attain the state air quality standards for ozone (O3). The RAQS relies on information from the California Air Resources Board (CARB) and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in San Diego County and the cities in the county, to project future emissions and then determine the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by San Diego County and the cities in the county as part of the development of their general plans.

The RAQS relies on SANDAG growth projections based on population, vehicle trends, and land use plans developed by the cities and by the county as part of the development of their general plans. As such, projects that propose development that is consistent with the growth anticipated by local plans would be consistent with the RAQS. However, if a project proposes development that is greater than that anticipated in the local plan and SANDAG's growth projections, the project might be in conflict with the RAQS and may contribute to a potentially significant cumulative impact on air quality.

The project would improve an existing roadway in accordance with current City standards in order to provide a one-way protected cycle track on each side of Gilman Drive and a continuous sidewalk on the west side of Gilman Drive. No additional traffic lanes would be constructed, and the project would not generate additional vehicular trips to this road once constructed.

In addition, the contractor would be required to implement Best Management Practices (BMPs) specifications as required in the City's "Whitebook" during construction. Typical dust suppression BMPs would consist of watering for dust abatement, which would further reduce dust emissions by 75%. Thus, the proposed project would not result in a significant impact with respect to criteria pollutants.

The project would be consistent with the circulation elements of the community plans; therefore, planned development of an active transportation facility along Gilman Drive is considered to be anticipated in the SIP and RAQS. Because the project does not conflict with adopted land uses, the project is considered anticipated in local air quality plans, the project would be consistent at a sub-regional level with the underlying growth forecasts in the RAQS and would not obstruct implementation of the RAQS. As such, no impacts would result.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Short-Term (Construction) Emissions

Construction-related activities are temporary, short-term sources of air emissions. Sources of construction-related air emissions include fugitive dust from grading activities; construction equipment exhaust; construction-related trips by workers, delivery trucks, and material-hauling trucks; and construction-related power consumption.

Variables that factor into the total construction emissions potentially generated include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on or offsite.

Fugitive dust emissions are generally associated with land-clearing and grading operations. the contractor would be required to implement Best Management Practices (BMPs) specifications as required in the City's "Whitebook" during construction. Typical dust suppression BMPs would consist of watering for dust abatement, which would further reduce dust emissions by 75%. Thus, the proposed project would not result in a significant impact with respect to criteria pollutants. No mitigation measures are required.

Long-Term (Operational) Emissions

Long-term air emission impacts are those associated with stationary sources and mobile sources related to any change caused by a project. By providing a transportation alternative that connects the regional Coastal Rail Trail to the University and uses along and near Gilman Drive, there is the potential for the project to reduce vehicle miles traveled and contribute to improved air quality. The project is compatible with the surrounding development and is permitted by the community plan and zone designation. Operation of the cycle track and sidewalk are not anticipated to contribute to emissions over the long-term and are not anticipated to violate any air quality standard or contribute substantially to an existing or projected air quality violation. Impacts would be less than significant, and no mitigation measures are required.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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As described in III (b) above, construction operations could temporarily increase the emissions of dust and other pollutants. However, construction emissions would be temporary and short-term in duration; implementation of Best Management Practices (BMPs) would reduce potential impacts related to construction activities to a less than significant level. Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment under applicable federal or state ambient air quality standards. Impacts would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Short-term (Construction)

Odors would be generated from vehicles and/or equipment exhaust emissions during construction of the project. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and architectural coatings. Such odors are temporary and generally occur at magnitudes that would not affect a substantial number of people. Therefore, impacts would be less than significant.

Long-term (Operational)

Typical long-term operational characteristics of the project are not associated with the creation of such odors nor anticipated to generate odors affecting a substantial number of people. Active transportation improvements, in the long-term operation, are not associated with the creation of such odors nor are they anticipated to generate odors affecting a substantial number or people. Therefore, project operations would result in less than significant impacts.

IV. BIOLOGICAL RESOURCES – Would the project:

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| a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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As detailed in the Biological Technical Report (City of San Diego, 2020), of the 78 special status flora with a potential to occur within the BSA, 32 species are considered covered under the MSCP and/or narrow endemics. One MSCP-covered species was observed within the BSA (Torrey Pine), but occurred outside of the Project impact area. One special status flora, Palmer's sagewort (*Artemisia palmeri*), would be directly impacted by implementation of the Project. Of the 38 special status fauna species with a potential to occur within the BSA, 11 species are considered covered under the MSCP. One MSCP-covered species, Coastal California Gnatcatcher, would be directly impacted by permanent loss of occupied habitat by implementation of the Project.

Palmer's sagewort

Palmer's sagewort is not an MSCP-Covered species. Approximately 50 individuals have been mapped within the BSA within the western floodplain of the drainage that runs parallel and adjacent to Gilman Drive. Project implementation will directly impact 18 individuals found within the grading

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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limits. Removal of 18 individuals will not impact the overall population within the BSA and will not significantly impact this species overall. Mitigation is not required.

California Gnatcatcher

Coastal California Gnatcatcher a federal-listed threatened and MSCP-Covered species; thus, take of this species is allowed for projects that comply with the City's MSCP implementing regulations. The following is the MSCP condition of coverage for this species (Subarea Plan Appendix A):

Area specific management directives must include measures to reduce edge effects and minimize disturbance during the nesting period, fire protection measures to reduce the potential for habitat degradation due to unplanned fire, and management measures to maintain or improve habitat quality including vegetation structure. No clearing of occupied habitat within the cities' MHPAs and within the County's Biological Resource Core Areas may occur between March 1 and August 15.

Direct impacts to occupied CAGN habitat within the MHPA are anticipated but will not significantly impact the species population in the region. To avoid impacts to the species, habitat would not be cleared during the nesting season, or protocol surveys would be conducted to determine the presence/absent within occupied habitat. No occupied habitat would be removed during the nesting season. Areas where vegetation have been removed will be revegetated per the City Landscape Standards to coastal sage scrub habitat following construction, and are anticipated to improve habitat quality so long-term impacts to the species is not anticipated. The location of impacts will avoid edge effects and the expanse of adjacent habitat will ensure that the individuals have access to ample territory for foraging and nesting while the temporarily impacted areas undergo revegetation. Project implementation has the potential to have indirect effects on CAGN resulting from construction noise during the breeding season. Compliance with the MHPA Land Use Adjacency Guidelines and implementation of avoidance and minimization measures identified in the BTR will ensure that impacts are avoided. Therefore, significant impacts to the species and to the overall population are not anticipated, and mitigation is not required.

- b) Have a substantial adverse effect on any riparian habitat or other community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

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The proposed Project would result in impacts to Environmentally Sensitive Lands (ESL), which include wetland habitat (consisting of native wetland and riparian habitat, including Southern Riparian Woodland and Southern Riparian Scrub at the project site), and Tier II habitat (consisting of native upland vegetation, including Diegan Coastal Sage Scrub and Coastal Sage-Chaparral Transition at the project site).

Permanent impacts to wetland habitat include removal of riparian scrub and riparian woodland vegetation located within an unnamed drainage to the east of Gilman Drive. The drainage contains USACE, RWQCB, and CDFW jurisdictional waters (bed and bank, wetlands, ordinary high-water mark) that are near the project site, but not within its impact area. Although the hydrologic function (stream flow) of the jurisdictional water feature would not be impacted by the project, the feature is

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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associated with an area of riparian habitat that is considered wetlands under the City's Land Development Code Biology Guidelines. Project implementation would partially remove and therefore directly impact this City & CDFW jurisdictional wetland/riparian habitat.

Permanent impacts to Tier II upland habitat include the replacement of vegetation located along the edge of the existing Gilman Drive roadway with new impervious road surface, which would result in a direct loss of habitat. The Project would also include grading beyond the limits of the new road surface, but because habitat impacted by grading has the potential for recovery through revegetation, these impacts to habitat are considered temporary, not permanent. However, for the purposes of determining the compensatory mitigation required for impacts, the Land Use Development Code (Biology Guidelines) does not distinguish between direct permanent and direct temporary impacts to vegetation, and so mitigation is required for direct impacts regardless of whether the loss of vegetation is permanent or temporary.

The impacts to ESL would be considered a substantially adverse effect. In order to avoid a significant impact to biological resources, mitigation is required (MM-Bio-1: Compensatory Mitigation). MM-Bio-1 states that all direct permanent and temporary impacts to sensitive upland habitats and City wetlands will be mitigated consistent with City Guidelines.

Direct impacts to wetland habitat total 0.298 acres (consisting of 0.102 acre inside the MHPA, and 0.196 acre outside the MHPA) and will be mitigated at a 3:1 ratio for the Southern Riparian Woodland and a 2:1 ratio for the Southern Riparian Scrub, for a total of 0.624 acre of mitigation. Mitigation will occur offsite through allocation of credits at the City's Stadium Mitigation Site. Permanent loss of riparian habitat under the jurisdiction of CDFW will be offset through allocation of rehabilitation credits. Temporary loss of riparian habitat under the jurisdiction of CDFW will be offset through the allocation of enhancement credits. Impacts to the riparian habitat associated with the CDFW jurisdictional water feature will also require a Streambed Alteration Agreement.

Direct impacts to Tier II habitat total 2.022 acres, consisting of 0.257 acre inside the MHPA, and 1.765 acre outside the MHPA. These impacts will be mitigated at a 1:1 ratio for a total of 2.022 acres of mitigation. Mitigation for impacts to upland habitat will be implemented through monetary compensation into the City of San Diego's Habitat Acquisition Fund (HAF). Mitigation into the HAF for this Project is necessary and would be appropriate as pockets of ESL within the BSA are isolated and surrounded by Urban/Developed areas, mainly residential housing. There is no connectivity to existing Open Space or other natural areas that would provide wildlife corridors or habitat connectivity. These areas provide minimal habitat quality for special status or MSCP-Covered species. In addition, on-site mitigation within the MHPA would not be feasible for this Project, because of the existing privately-owned conservation easement associated with this land.

Temporary construction impacts will be revegetated through a 25-month revegetation plan, wherein non-native dominated areas will be revegetated with native upland species, resulting in an overall increase in native habitat at the project site. In addition, implementation of avoidance measures during construction will ensure further impacts to ESL are avoided.

Mitigation Measure MM-Bio-1 (BTR 6.1.1 Compensatory Mitigation) detailed within Section V of the Mitigated Negative Declaration would be implemented to reduce impacts related to Biological Resources to below a level of significance.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please see IV(a).

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The Project area is not identified as a regional wildlife corridor by the MSCP. Natural habitat areas adjacent to Gilman Drive are surrounded by extremely dense residential development. There is limited connectivity with the open space areas of Rose Canyon and Mt. Soledad located to the south. To the west, the nearby I-5 corridor (roadway, ROW fencing, and non-native landscaping) creates an effective barrier to a majority of terrestrial wildlife movement. However, avian species with adequate dispersal capabilities are unlikely to be constrained by the barrier between Gilman Drive and Rose Canyon. The stream parallel to Gilman Drive flows via a culvert underneath the I-5 corridor and into Rose Canyon Creek. Small mammals may use this culvert for movement; however, culvert length may be a deterrent to these small prey species. Connectivity from the project site to Mt. Soledad is equally as constrained where residential housing and La Jolla Parkway divides the available habitat at Mt. Soledad, and in the southwest portion of the project site.

The proposed project does not add any additional barriers or structures that would interfere with wildlife movement or impede the use of nursery sites. Although the project does propose to construct a fence at the top of the two-foot recovery slope adjacent to the cycle track on the east side of Gilman Drive and parallel to the natural habitats within the drainage, installation of the fence is a public safety measure intended to prevent encroachment into the natural areas by the public. Therefore, impacts resulting from the project's interference with the movement of native resident or migratory fish and wildlife species within their corridors, or the use of native wildlife nursery sites, would be less than significant.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The majority of the project site is located within urban areas, including the existing Gilman Drive ROW, as well as adjacent natural areas located within and outside of the MSCP Subarea Plan MHPA. Natural areas within the project site have potential to support nests for common avian species. Protection of avian species is required under the Migratory Bird Treaty Act and/or the California Fish and Game Code (§3503) under which it is unlawful to "take, possess, or needlessly destroy" avian nests or eggs. Any minor vegetation removal or trimming of vegetation that has the potential to

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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support active nests during the nesting season (January 15 to September 15) would require standard nest protection measures, as outlined in Pre-Construction Avoidance and Minimization Measure AMM-1 of the Biological Technical Report (BTR) (City of San Diego, 2020). The nesting season timeframe includes nesting for raptor species which starts as on January 15. Project activities within the MHPA are restricted to outside of the nesting season, as outlined in AMM-1 and AMM-4 in the BTR.

The MSCP Subarea Plan (City 1997), City Land Development Code (LDC) Environmentally Sensitive Lands (ESL) Regulations, and Biology Guidelines (City 2018), require that impacts to wetlands shall be avoided, and that a sufficient wetland buffer shall be maintained to protect the functions and values of wetland resources. Wetland deviations outside the Coastal Overlay Zone may be granted if it meets certain criteria including Essential Public Projects (EPP), (2) Economic Viability, or (3) Biologically Superior Option. Deviations from wetland requirements in Environmentally Sensitive Lands were considered under the EPP Option. The proposed project qualifies as an Essential Public Project, as it would service the community at large and not just a single development project or property, and is essential in both location and need. The Gilman Drive segment is essential to the larger CRT project and the goal of meeting future projected multi-use trail needs in the region. The proposed project aims to develop a new cycle track within the designated existing ROW (Gilman Drive). The proposed project and two alternatives were considered and analyzed in the BTR. It should be noted that there are no feasible alternatives that could relocate the Gilman Drive segment outside of the current alignment. All options propose minimum standard roadway lane widths to reduce the roadway/cycle track footprint and reduce impacts into the sensitive habitat. The alternatives analyzed consider the design constraints and various options to reduce grading and impacts required for the cycle track construction. The Preferred Option was chosen as the proposed project. This will result in no long-term net loss of habitat in association with temporary impacts. In addition, significant impacts will be mitigated at the Stadium Mitigation Site, which is a larger contiguous wetland with higher restoration value which is further discussed in IV(b) above. The proposed project is consistent with the City's MSCP Subarea Plan.

Therefore, the proposed project would not conflict with the requirements of any local, regional, or state conservation plans including the City's MSCP Subarea Plan and impacts would be less than significant.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Please see IV(e).

V. CULTURAL RESOURCES – Would the project:

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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The purpose and intent of the Historical Resources Regulations of the Land Development Code (Chapter 14, Division 3, and Article 2) is to protect, preserve and, where damaged, restore the

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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historical resources of San Diego. The regulations apply to all proposed development within the City of San Diego when historical resources are present on the premises. Before approving discretionary projects, CEQA requires the Lead Agency to identify and examine the significant adverse environmental effects which may result from that project. A project that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment (sections 15064.5(b) and 21084.1). A substantial adverse change is defined as demolition, destruction, relocation, or alteration activities, which would impair historical significance (sections 15064.5(b)(1)). Any historical resource listed in, or eligible to be listed in the California Register of Historical Resources, including archaeological resources, is considered to be historically or culturally significant.

The proposed project consists of the development of the Gilman Drive segment of the Coastal Rail Trail. The proposed project includes a one-way protected cycle track on each side of Gilman Drive and a continuous sidewalk on the west side of Gilman Drive over a project distance of approximately 8,800 linear feet. The Area of Potential Effects (APE) was established as approximately 25.8 acres, within which, direct impacts of project construction, including staging and other ancillary areas, may have an effect on cultural resources. All potential impacts were considered to be direct, as no historical built environment buildings or structures are in proximity to the APE. The APE is linear improvements at the northern end and the new bridge and staging/ancillary areas are the blade portion to the south. The vertical extent of the APE is anticipated to extend to 3 feet along the east side of Gilman Drive. On the west side of the road, grading cuts are anticipated to be up to 10 feet in depth.

The Historic Property Survey Report and Archaeological Survey Report conducted by AECOM for this project performed a search for archaeological and historical records of the South Coastal Information Center (SCIC) of the California Historical Resources Inventory System (CHRIS) on February 19, 2018. The record search covered a one-mile radius around the APE boundaries. The record search determined that there are no previously recorded cultural resources within the APE. However, seventy-two cultural resources were previously identified and documented within a one-mile radius of the APE. Previously, 239 cultural resources investigations have been completed within a one-mile radius of the APE. Of these, 14 studies included a portion of the APE.

Additional information was provided within the APE regarding the El Camino Real Mission Bell Markers that exist along Gilman Drive. The letter report, *El Camino Real Mission Bell Markers/Guide Posts along the Coastal Rail Trail - Gilman Drive Segment*, prepared by RECON, identified two Mission Bell Markers along Gilman Drive. The report recommends the bell markers be preserved. Although the markers are located within the project area, they will not be relocated or moved. The Site Plan has identified preserving the bell markers in place.

The project site is located within a high sensitivity area and would alter more than 2,000 cubic yards of earth per graded acre by either excavation or fill. According to the Archaeological Survey Report, the archival research and field survey performed for the project found no archaeological resources within the project area, nor have any cultural resources or Native American traditional properties been identified within the area. Although the report concluded that no direct or indirect impacts to known cultural resources will occur, archaeological monitoring along with a Native American monitor will be required because of the amount of earth work proposed along a large linear area within a sensitive area.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Archaeological monitoring would be required during grading for the project. Monitoring would be performed by qualified archaeologists and a Native American monitor to ensure that no significant impacts to cultural resources occur during construction. Due to the scope of work in this location, impacts to any unknown resources buried beneath the surface could rise to a level of significance, according to the City of San Diego's Cultural Resources Guidelines. As such, an archaeological and Native American monitor must be present during all grading activities in order to reduce any potential impacts to a level below significance. A Mitigation Monitoring and Reporting Program, as detailed within Section V of the Mitigated Negative Declaration would be implemented to reduce impacts related to Historical Resources (archaeology) to below a level of significance.

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Please see V(a).

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Earthwork tabulations for total excavation (cut) is anticipated to be 2200 cubic yards with grading cuts anticipated to be up to 10 feet in depth. The Geotechnical Report describes the site as containing fill, Young Alluvial flood-plain deposits and the Tertiary Ardath Shale (Kennedy and Tan 2007). Per the City of San Diego's Significance Determination Thresholds Ardath Shale formation has high paleontological sensitivity in this area of the city.

San Diego Municipal Code Section 142.0501 (Paleontological Resources Requirements for Grading Activities) requires paleontological monitoring for grading that involves 1,000 cubic yards or greater and 10 feet or greater in depth, in a High Resource Potential Geologic Deposit/Formation/Rock Unit, grading on a fossil recovery site. The project exceeds this threshold and monitoring will be required through conditions of approval. Therefore, impacts to paleontological resources will be less than significant.

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| d) Disturb human remains, including those interred outside of dedicated cemeteries? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Refer to response V (a) above. No human remains have been recorded within the study area. Therefore, no human remains are anticipated to be discovered. However, Section V of the Mitigation Monitoring and Reporting Program contains provisions for the discovery of human remains. If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains; and the following procedures as set forth in CEQA Section 15064.5(e), the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken. Based upon the required mitigation measure impacts would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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VI. ENERGY – Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project would be required to meet mandatory energy standards of the current California energy code. Construction would require operation of heavy equipment but would be temporary and short-term in duration. Additionally, long-term energy usage is not anticipated. The project is primarily an active transportation facility with improved bike lanes and sidewalks connecting to the regional coastal rail trail to encourage alternative mobility options to vehicular travel. Development of the project would not result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would remain less than significant.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project is consistent with the General Plan and the University and La Jolla Community Plans for an improved bicycle network and the project would not obstruct a state or local plan for renewable energy or energy efficiency. No impacts would result.

VII. GEOLOGY AND SOILS – Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

SCST, Inc. prepared a Geotechnical Investigation for the Coastal Rail Trail at Gilman Drive project (October 17, 2018) and the project is not located within an Alquist-Priolo Fault Zone. The closest known active fault is the Rose Canyon fault zone located about 1 mile (1.5 km) west-southwest of the site. The site is not located in an Alquist-Priolo Earthquake Fault Zone. No active faults are known to underlie or project toward the site. Therefore, the probability of fault rupture is low. The project would be required to comply with the seismic requirements of the California Building Code. Implementation of proper engineering design and utilization of standard construction practices would ensure that the potential for impacts from regional geologic hazards would remain less than significant.

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|------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project site is located within a seismically active Southern California region, and is potentially subject to moderate to strong seismic ground shaking along major earthquake faults. Seismic shaking at the site could be generated by any number of known active and potentially active faults in the region. The closest known active fault is the Rose Canyon fault zone located about 1 mile (1.5 km) west-southwest of the site. According to Geotechnical Investigation, the *City of San Diego Seismic Safety Study* map (2008) identifies the Geologic Hazard Categories within the project area to include Category 12 (potentially active faults), 25 (Ardath Shale with neutral or favorable geologic structure), 26 (Ardath Shale with unfavorable geologic structure), and 32 (low potential for liquefaction).

The main geotechnical considerations affecting the proposed construction are the presence of potentially compressible soils, expansive soils, cut/fill transitions, potentially active faults, and difficult excavations in the Ardath Shale Formation. The geotechnical Investigation recommends the geotechnical engineer review project plans and specifications prior to bidding and construction, and observations and tests be performed during construction. The project would be required to comply with seismic requirements of the California Building Code, utilize proper engineering design and utilization of standard construction practices, to be verified by the City Engineer, in order to ensure that potential impacts based on regional geologic hazards would remain less than significant.

iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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According to the Geotechnical Investigation (October 17, 2018) liquefaction occurs when loose, saturated, generally fine sands and silts are subjected to strong ground shaking. The soils lose shear strength and become liquid, potentially resulting in large total and differential ground surface settlements as well as possible lateral spreading during an earthquake. Due to the lack of shallow groundwater, and given the relatively dense nature of the materials beneath the site, the potential for liquefaction and dynamic settlement to occur is considered negligible.

The project would be required to comply with the California Building Code that would reduce impacts to people or structures to an acceptable level of risk. Implementation of proper engineering design and utilization of standard construction practices, to be verified by the City Engineer, would ensure that the potential for impacts from regional geologic hazards would remain less than significant.

iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Evidence of landslides or slope instabilities was not observed according to the Geotechnical Investigation (October 17, 2018). However, the site is located in an area designated as containing unfavorable geologic structure within the Ardath Shale (Zone 26). The potential for landslides or slope instabilities to occur at the site is considered to be moderate. The geotechnical Investigation recommends the geotechnical engineer review project plans and specifications prior to bidding and construction, and observations and tests be performed during construction. Implementation of proper engineering design and utilization of standard construction practices, to be verified by the City Engineer, would ensure that the potential for impacts would be reduced to an acceptable level of risk. Impacts would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Demolition and construction activities would temporarily expose soils to increased erosion potential. The project would be required to comply with the City's Storm Water Standards which requires the implementation of appropriate Best Management Practices (BMPs). Grading activities within the site would be required to comply with the City of San Diego Grading Ordinance as well as the Storm Water Standards, which would ensure soil erosion and topsoil loss is minimized to less than significant levels. Furthermore, permanent storm water BMPs would also be required postconstruction consistent with the City's regulations, along with landscape regulations. Implementation of proper engineering design and utilization of standard construction practices, to be verified by the City Engineer would ensure that the potential for impacts would be reduced. Therefore, the project would not result in substantial soils erosion or loss of topsoil. Impacts would be less than significant.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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As discussed in Section VII (a) and VII (b), the project site is not likely to be subject to liquefaction and subsidence, and the potential for landslides is moderate. The project consists of constructing a cycle track and sidewalks which require retaining walls and associated right of way improvements. The project design would be required to comply with the requirements of the California Building Code, ensuring hazards associated with expansive soils would be reduced to an acceptable level of risk. As such, impacts are expected to be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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According to the Geotechnical Investigation, based on the soil types encountered during field investigation, the on-site soils are expected to have a low to medium potential for expansion. The project would be required to comply with seismic requirements of the California Building Code that would reduce impacts to people or structures due to local seismic events to an acceptable level of risk. Implementation of proper engineering design and utilization of standard construction practices, to be verified by the City Engineer, would ensure that the potential for impacts from regional geologic hazards would remain less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is located within an area that is already developed with existing infrastructure (i.e., water and sewer lines) and does not propose a septic system. In addition, the project does not

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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require the construction of any new facilities as it relates to wastewater, as services are available to serve the project. No impact would occur.

VIII. GREENHOUSE GAS EMISSIONS – Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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The City's Climate Action Plan (CAP) outlines the actions that the City will undertake to achieve its proportional share of State greenhouse gas (GHG) emission reductions. A CAP Consistency Checklist is part of the CAP and contains measures that are required to be implemented on a project-by-project basis to ensure that the specified emission targets identified in the CAP are achieved. The project is consistent with the General Plan and the La Jolla Community Plan's land use and zoning designations. Further, based upon review and evaluation of the completed CAP Consistency Checklist, the project is consistent with the applicable strategies and actions of the CAP.

The project does not result in new occupancy of buildings from which GHG emissions reductions could be achieved, therefore, Step 2 of the Checklist is not required to be completed per footnote 5. Based on the project's consistency with the City's CAP Checklist, the project's contribution of GHG's to cumulative statewide emissions would be less than cumulatively considerable. Therefore, the projects direct and cumulative GHG emissions would have a less than significant impact.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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The project would not conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gasses. Refer to VIII. a). Because the project does not conflict with or obstruct the Climate Action Plan, no impact would occur. Therefore, the project is consistent with the assumptions for relevant CAP strategies toward achieving the identified GHG reduction targets. Impacts are considered less than significant.

IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Construction of the project may require the use of hazardous materials (fuels, lubricants, solvents, etc.), which would require proper storage, handling, use and disposal. However, the use of these hazardous materials would be temporary, and all potentially hazardous materials would be stored, used, and disposed of in accordance with manufacturers' specifications, applicable federal, state, and local health and safety regulations. As such, impacts associated with the transport, use, or disposal of hazardous materials would be less than significant during construction. Once constructed, due to the nature of the project, the routine transport, use, or disposal of hazardous

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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materials on or through the subject site is not anticipated. Therefore, impacts would be less than significant.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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The Phase I Environmental Site Assessment of the Coastal Rail Trail - Gilman Drive Segment Project (AECOM, June 2018) prepared for the project observed no visual evidence of hazardous materials storage aboveground storage tanks (ASTs), underground storage tanks (e.g., vent pipes, fill ports), water wells, monitoring wells, dry wells, clarifiers, septic tanks, or leach fields. The site is located in an urban area consisting primarily of apartments and single-family homes, as well as some commercial properties. Gasoline service stations and dry cleaners were not observed in the immediate vicinity (i.e., 500 feet) of the site. Off-site sources of concern were not identified in the immediate vicinity. Additionally, groundwater was not encountered at depths up to approximately 60 feet below ground surface during a geotechnical investigation conducted along Gilman Drive. Furthermore, based on the available information, no off-site groundwater contaminant plumes were identified during this investigation, and therefore groundwater is not expected to represent an environmental concern to the project.

Based on the age of the original construction of Gilman Drive, the Phase I report concluded a limited subsurface investigation (Phase II Site Investigation) within the proposed project area will be conducted prior to construction plans and documents. This will determine the presence or absence of ADL in shallow soil at the site or lead-based paint from the yellow stripping. As part of the subsurface investigation, a health and safety plan will be completed prior to commencing field activities. Additionally, in the event that construction activities encounter underground contamination, the contractor would be required to implement section 7-22 of the City's "Whitebook" for "Encountering Or Releasing Hazardous Substances" of the City of San Diego Standard Specifications for Public Works Construction which is included in all construction documents and would ensure the proper handling and disposal of any contaminated soils in accordance with all applicable local, state, and federal regulations. Compliance with these requirements would minimize the risk to the public and the environment; therefore, impacts would remain less than significant.

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| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

The University of California at San Diego campus is within one-quarter mile from the project site, located north of the project area. As identified in response IX (a) above, construction of the project may require the use of hazardous materials (fuels, lubricants, solvents, etc.), which would require proper storage, handling, use, and disposal; however, the project would not routinely transport, use, or dispose of hazardous materials, nor would the project emit hazardous materials that would affect

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the nearby school. Therefore, impacts associated with hazardous emissions would be less than significant.

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| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

A search of potential hazardous materials sites compiled pursuant to Government Code Section 65962.5 was completed for the project site. Several databases and resources were consulted including the Department of Toxic Substances Control (DTSC) EnviroStor database, the California State Water Resources Control Board GeoTracker database, and other sources of potential hazardous materials sites available on the California EPA website. The records search identified that no hazardous waste sites exist onsite. The University of California at San Diego campus which is north of the site is an identified closed LUST Cleanup Site (T0607399190) as of January 22, 2010. As mentioned above in IX. b), the City of San Diego Standard Specifications for Public Works Construction which is included in all construction documents would ensure the proper handling and disposal of any contaminated soils in accordance with all applicable local, state, and federal regulations. Compliance with these requirements would minimize the risk to the public and the environment. Therefore, implementation of the project would not create a significant hazard to the public or environment.

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| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two mile of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project is located within the MCAS Miramar Airport Land Use Compatibility Plan – Review Area 2. The project is a roadway improvement to provide greater bicycling and pedestrian safety through the installation of a cycle track and sidewalks and associated improvements. The project would not constitute a hazard or obstruction to air navigation and would not create a safety hazard for people residing or working in the area. No impacts would result.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The project site is not located within the vicinity of a private airstrip, nor would the project result in a safety hazard for people residing or working in the project area. No impacts would result.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project would improve the roadway by expanding the width of the existing roadway and provide for a cycle track, new sidewalks and associated improvements. Therefore, the project would have no direct impacts with the implementation of or physical interference with an emergency response plan or emergency evacuation plan.

Implementation of a Traffic Control Plan (TCP) would be required to address any indirect traffic-related issues associated with the project as a result of construction. Vehicle movement would be managed in either direction by construction crew personnel, and would be modified as necessary to allow expedited access for emergency vehicles and/or emergency evacuation from the area. In the unlikely event of a natural disaster, all construction vehicles and materials would be moved in order to allow for vehicular access thru or away from the project site. Given the implementation of the TCP, the project would not significantly impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project is to construct a cycle track and associated roadway improvements and is located within a developed urbanized area. The project would not expose people or structures to a significant loss, injury, or death involving wildland fires because the project is not adjacent to any wildlands. Further discussion can be found in the Wildfire Section XX below. Any impacts would be less than significant.

X. HYDROLOGY AND WATER QUALITY - Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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A City of San Diego Stormwater Requirements Applicability Checklist was completed along with a Water Quality Assessment Report (April, 2018). The project was reviewed for applicable water quality standards and water discharge requirements. The existing storm drains within the open space east of Gilman Drive are undersized and are causing erosion. As part of the cycle track and roadway improvements, associated storm drain improvements will include the construction of curb and gutters, curb inlets, cleanouts, storm drains, and brow ditches in order to comply with the City's Region MS4 Permit, and the City of San Diego's Storm Water Standards BMP Design.

This project is considered to be exempt from being a priority development project and therefore permanent Best Management Practices (BMPs) are not required. These exemptions are in accordance with the Category 1 PDP Exemption listed in section 1.4.3 of the City of San Diego's Stormwater Standards BMP Design Manual. Source control and site design stormwater requirements are still applicable. The source control BMPs are proposed in order to control erosion, sediment, sediment tracking, wind erosion, nonstormwater pollutants and pollutants from construction site wastes and materials. The project is anticipated to be Risk Level 2 and a Storm Water Pollution Prevention Plan (SWPPP) for the project will be prepared separately during the construction permit phase of the project.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project stays within the confines of the existing roadway when possible and intends to implement source and site control BMPs. The proposed project will not have a significant impact on downstream properties and the drainage system is engineered to adequately manage site stormwater. The project would comply with the City's Storm Water Regulations during construction, and appropriate BMPs would be utilized. Implementation of project specific BMP's would preclude violations of any existing water quality standards or discharge requirements. Impacts would be less than significant.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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The project does not propose the use of groundwater nor would it impact groundwater during grading activities. Furthermore, the project would not introduce a substantially large amount of new impervious surfaces over ground that could interfere with groundwater recharge. Newly proposed impervious surface consists of the proposed sidewalk along the west side of Gilman Drive and a segment of the Cycle track. The proposed Gilman Drive Segment will include a non-erodible permeable surface as part of the proposed sidewalk. The project maintains the existing drainage patterns with the proposed storm drain improvements and storm drain conveyance system and keeps the roadway design within the existing curb to curb when feasible. Therefore, the project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Impacts would be less than significant.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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The existing storm drains within the open space east of Gilman Drive are undersized and are causing erosion. As part of the cycle track and roadway improvements, associated storm drain improvements will include the construction of curb and gutters, curb inlets, cleanouts, storm drains, and brow ditches in order to comply with the City's Region MS4 Permit, and the City of San Diego's Storm Water Standards BMP Design.

The Water Quality Assessment Report (April 2018) includes a Preliminary Basin and Outfall Study for the Coastal Rail Trail Gilman Drive Segment (Nasland Engineering, January 2018). The study exhibits evaluated existing and proposed drainage conditions and the impact of constructing the cycle track and associated roadway improvements. According to the Report, the existing site includes urban drainage on Gilman drive and adjacent Residential that outlets into the roadway. Runoff also flows from the steep pervious cliffs on the west side of the project. The general direction of stormwater

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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runoff flows towards the south, outlets into the natural and pervious drainage channel on the south eastern side of the project. The existing roadway is crowned, and drainage collects in the gutter system and begins to flow south. The runoff that is collected via curb inlets, storm drain risers, and/or cross gutters is conveyed by the storm drain system to outfall into the open space to the south eastern side of the project. The runoff is then collected by adjacent vegetation, native soils, and the existing natural channel.

The Report concludes that the proposed improvements would not change drainage patterns or negatively impact the site because storm water will continue to follow the existing drainage patterns and improvements to the storm water system will correct existing erosion. Additionally, compliance with local, state, and federal storm water regulation would reduce potential impacts from erosion or siltation to less than significant.

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

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Refer to response X (a) and (c) above. Post-project runoff will remain similar to pre-project runoff and the design of the roadway improvements and storm drain system would prevent any such impacts from occurring. Impacts would be less than significant.

- e) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

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Refer to response X (a) through (c) above. The proposed project includes improvements to the storm water system along Gilman Drive. The project will not have a significant impact on downstream properties and the drainage system is engineered to adequately manage site stormwater. The project would be required to comply with all City storm water standards during and after construction. Appropriate BMPs would be implemented to ensure that water quality is not degraded; therefore, ensuring that project runoff is directed to the appropriate drainage systems. Any runoff from the site is not anticipated to exceed the capacity of existing storm water systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant, and no mitigation measures are required.

- f) Otherwise substantially degrade water quality?

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Refer to response X (a) above. The project would be required to comply with all City storm water standards, using appropriate BMPs that would ensure that water quality is not degraded. Impacts would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The roadway improvement project would not include construction of any housing, and is not located within, or adjacent to, a 100-year flood hazard area. Therefore, the project would have no such impact as a result of project implementation.

h) Place within a 100-year flood hazard area, structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Refer to X (g) above. The project site is not located within a 100-year flood hazard area or any other known flood area. Therefore, the project would have no such impact as a result of project implementation.

XI. LAND USE AND PLANNING – Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project would improve the roadway by expanding the width of the existing roadway and provide for a cycle track, new sidewalks and associated improvements. The project is consistent with active transportation policies in the University Community Plan. No new roadways are proposed. The project would not substantially change the nature of the surrounding area and would not introduce any barriers or project features that could physically divide the community. No impacts would result.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project includes a one-way protected cycle track on each side of Gilman Drive and a continuous sidewalk on the west side of Gilman Drive over a project distance of approximately 8,800 linear feet. The cycle track will be separated from vehicular traffic by a raised median, striping, flexible posts, on-street parking, or other physical barrier. To accommodate the cycle tracks, the project would include roadway widenings on the west side of Gilman Drive from Villa La Jolla Drive southerly to an existing private driveway (an approximate distance of 3,000 linear feet). Roadway widenings would occur on the east side of Gilman Drive from Via Alicante to the Interstate 5 (I-5) southbound off-ramp (an approximate distance of 4,500 linear feet) along with construction of a 2-foot recovery slope adjacent to the cycle track along portions of the natural area from Via Alicante to I-5. Acquisition of additional roadway right-of-way (ROW) is required from several parcels east of Gilman Drive, south of Via Alicante, and temporary construction easements are required for several parcels for slope grading and retaining wall construction.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project is consistent with active transportation policies in the General Plan and University Community Plan and no new roadways are proposed. Since there are no conflicts with the applicable land use plan, policy, or regulations, impacts would remain below a level of significance.

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| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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The majority of the project site is located within urban areas, including the existing Gilman Drive ROW, as well as adjacent natural areas located within and outside of the MSCP Subarea Plan MHPA. The proposed project would not conflict with the requirements of any local, regional, or state habitat conservation plans or natural community conservation plans, including the MSCP Subarea Plan. The proposed project is consistent with the City's MSCP Subarea Plan as discussed in Biological Resources IV(e) and impacts resulting from conflicts with local, regional, or state policies, ordinances, or plans protecting biological resources would be less than significant.

XII. MINERAL RESOURCES – Would the project:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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There are no known mineral resources located on the project site. The urbanized and developed nature of the project site and vicinity would preclude the extraction of any such resources. As such, project implementation would not impact the operations of any existing quarries, or result in the significant loss of availability of a known mineral resource of value to the region and residents of the state. No impacts would result.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

See XII (a), above. The project site has not been delineated on a local general, specific or other land use plan as a locally important mineral resource recovery site, and no such resources would be affected with project implementation. Therefore, no impacts were identified.

XIII. NOISE – Would the project result in:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Short-term (Construction)

Short-term noise impacts would be associated with onsite grading, and construction activities of the project. Construction-related short-term noise levels would be higher than existing ambient noise levels in the project area but would no longer occur once construction is completed. Sensitive

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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receptors (e.g. residential uses, open space) occur in the immediate area and may be temporarily affected by construction noise; however, construction activities would be required to comply with the construction hours specified in the City's Municipal Code (Section 59.5.0404, Construction Noise) which are intended to reduce potential adverse effects resulting from construction noise. Potential noise impacts to sensitive habitat within the open space are addressed through MSCP Land Use Adjacent Guidelines. Impacts would remain below a level of significance.

Long-term (Operation)

For the long-term, the cycle track and associated improvements are not anticipated to produce excessive noise, and the project would not result in an increase in the existing ambient noise level. The project would not result in noise levels in excess of standards established in the City of San Diego General Plan or Noise Ordinance. Impacts would remain below a level of significance.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Generation of, excessive ground borne vibration or ground borne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Potential effects from construction noise would be reduced through compliance with the City restrictions. Therefore, impacts related to groundborne vibration during construction would be less than significant. Once operational, the project would not be a source of ground borne vibration.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project would not significantly increase long-term (ambient) noise levels. The project would not introduce a new land use or significantly increase the intensity of the roadway. Post construction noise levels and traffic would be generally unchanged as compared to noise of the existing roadway. Therefore, no substantial permanent increase in ambient noise levels is anticipated. Impacts would be less than significant.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Please see XIII(a) and XIII(c) above. The project would be required to comply with the City's Municipal Code (Section 59.5.0404, Construction Noise). Implementation of these standard measures would reduce potential impacts from an increase in ambient noise level during construction to a less than significant level.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the project expose people residing or working in the area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed project is located outside of the MCAS Miramar Airport Land Use Compatibility Plan Noise Exposures Contours. No impacts would result.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site is not located within the vicinity of a private airstrip. No impacts would result.

XIV. POPULATION AND HOUSING – Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed roadway improvements would not directly and/or indirectly induce substantial population growth. No new development other than the roadway improvements is proposed. No additional lanes of vehicular traffic would be constructed, and the roadway is not being extended so that population growth would occur. No impacts would result.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The project would not result in the displacement of any housing. Therefore, no such impacts would occur as a result of project implementation. No impacts would occur.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Refer to response XIV (b) above. Improvements to the existing roadway would not result in the displacement of any homes or people as no housing is being removed, replaced, and/or relocated as a result of project implementation. No impacts would result.

XV. PUBLIC SERVICES

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project result in substantial adverse physical impacts associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service rations, response times or other performance objectives for any of the public services: | | | | |
| i) Fire protection | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project which would construct active transportation improvements to an existing roadway would not create the need to provide or alter existing governmental facilities. The project would not adversely affect existing levels of fire protection services to the area and would not require the construction of new or expansion of existing governmental facilities. No impacts would result.

ii) Police protection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Please see XV(i). The project would not alter any police protection response times, facilities or impact the operation of police personnel.

iii) Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Please see XV(i). The project would not physically alter any schools.

iv) Parks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Please see XV(i). The project would not physically alter any parks.

v) Other public facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project would not result in a substantial increased demand for electricity, gas, or other public facilities. The proposed roadway improvements would require new light standards, minor relocation of existing utilities within the public right-of-way, and reconstruction of required storm drain structures. Impacts occurring as a result of project implementation have been mitigated to below a level of significance. Please see Section V. Mitigation Monitoring and Reporting Program of the Mitigated Negative Declaration for more details regarding the project-specific mitigation measures. Impacts would be less than significant.

XVI. RECREATION

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed roadway improvements would not result in an increase in the use of any parks or other recreational facilities therefore resulting in, or accelerating, the physical deterioration of those facilities. No impacts would result.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Refer to XVI (a) above. The project does not include recreational facilities nor require the construction or expansion of recreational facilities. Therefore, no such impacts would occur as a result of project implementation.

XVII. TRANSPORTATION/TRAFFIC – Would the project?

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project or plan/policy conflict with an adopted program, plan, ordinance or policy addressing the transportation system, including transit, roadways, bicycle and pedestrian facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project would not conflict with any adopted program, plan, ordinance or policy addressing the transportation system, including transit, roadways, bicycle and pedestrian facilities. The proposed project includes a one-way protected cycle track on each side of Gilman Drive and a continuous sidewalk on the west side of Gilman Drive over a project distance of approximately 8,800 linear feet. The cycle track will be separated from vehicular traffic by a raised median, striping, flexible posts, on-street parking, or other physical barrier. The project is consistent with active transportation policies in the General Plan and University Community Plan and would not adversely affect public transit, bicycle, or pedestrian facilities. Therefore, no impact would occur.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Would the project or plan/policy result in VMT exceeding thresholds identified in the City of San Diego Transportation Study Manual? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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On September 27, 2013, Governor Edmund G. Brown, Jr. signed SB-743 into law, starting a process that fundamentally changes the way transportation impact analysis is conducted under CEQA. Related revisions to the State's CEQA Guidelines include elimination of auto delay, level of service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts.

In December 2018, the California Resources Agency certified and adopted revised CEQA Guidelines, including new section 15064.3. Under the new section, vehicle miles traveled (VMT), which includes the amount and distance of automobile traffic attributable to a project, is identified as the "most appropriate measure of transportation impacts." As of July 1, 2020, all CEQA lead agencies must analyze a project's transportation impacts using VMT.

The City of San Diego Transportation Study Manual (TSM) dated September 29, 2020 is consistent with the California Environmental Quality Act (CEQA) guidelines and utilizes VMT as a metric for evaluating transportation-related impacts. Based on these guidelines, all projects shall go through a screening process to determine the level of transportation analysis that is required.

The project is proposing a protected cycle track on each side of Gilman Drive and a continuous sidewalk on the west side of Gilman Drive. This project is classified as a transportation project - bicycle facility and according to the TSM this project type would not result in increased vehicle travel

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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and would have a less than significant impact and can be screened out from performing VMT analysis.

Based upon the screening criteria identified above, the project is screened out from further VMT analysis. Therefore, as recommended in the City of San Diego TSM, September 29, 2020, the project would have a less than significant impact.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Would the project or plan/policy substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The project would improve pedestrian and cyclist safety and would conform to City of San Diego requirements for safety and site distance. The Coastal Rail Trail Class IV facility proposes a safe, comfortable, and equitable facility that is for bicyclists of all ages and abilities. The project proposes an 8-foot-wide cycle track separated by a 2-foot-wide raised concrete median in segments where conflicts are not anticipated. The raised median is dropped in areas where driveways or minor streets intersect the bicycle facility. The raised barrier or parallel parking is terminated in advance of any upcoming intersection and it is replaced by a painted median with bollards with parking not allowed within an 11-foot-wide buffer space. The cycle track is also painted green and dashed at crossings, which provides for increased visibility of cyclists and signage alerts drivers and cyclists of the upcoming crossing. The increased width of the cycle track also allows for users to have more flexibility for passing opportunities when bounded by the raised barrier or bollards/posts. The width of the facility, combined with a series of breaks in the raised median and bollards provide users with the opportunity to pass or exit the facility safely. Therefore, the project does not include any design features that would substantially increase hazards. No impacts would result.

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| d) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Adequate emergency access would be provided during both short-term construction (with construction operating protocols) and long-term operations of the project. Gilman Drive provides adequate emergency access in its existing condition. As such, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

XVIII. TRIBAL CULTURAL RESOURCES – Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

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|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Refer also to Cultural Resources V(a) and (b). The project site would not impact any designated historical resources. No additional mitigation measures are needed to address Historical Resources in addition to what has already been recommended for the project for cultural resources. A Mitigation Monitoring and Reporting Program (MMRP), as detailed within Section V of the Mitigated Negative Declaration would be implemented to reduce impacts related to Historical Resources (archaeology) to below a level of significance.

- b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

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Tribal Cultural Resources include sites, features, places, cultural landscapes, and sacred places or objects that have cultural value or significance to a Native American Tribe. Tribal Cultural Resources include “non-unique archaeological resources” that, instead of being important for “scientific” value as a resource, can also be significant because of the sacred and/or cultural tribal value of the resource. Tribal representatives are considered experts appropriate for providing substantial evidence regarding the locations, types, and significance of tribal cultural resources within their traditionally and cultural affiliated geographic area (PRC § 21080.3.1(a)).

Tribal Cultural Resources could potentially be impacted through project implementation. Therefore, to determine significance of the resources and in accordance with the requirements of Assembly Bill (AB) 52, staff consulted with the Lipay Nation of Santa Isabel, Jamul Indian Village and San Pasqual Band of Mission Indians, tribes traditionally and culturally affiliated with the project area. The City of San Diego sent notification to these three Native American Tribes on January 21, 2021. The Lipay Nation of Santa Ysabel requested more information which was provided, and consultation closed on March 22, 2021. No response was received from the San Pasqual Band of Mission Indians or Jamul Indian Village within the 60-day period to request consultation and additional information. Jamul Indian Village responded concurring with the mitigation on April 12, 2021.

It was determined that there are no sites, features, places or cultural landscapes that would be substantially adversely impacted by the proposed project. Although no Tribal Cultural Resources were identified within the project site, there is a potential for the construction of the project to impact buried and unknown Tribal Cultural Resources due to its location to known recorded resources in the near vicinity. Therefore, it was agreed upon that archaeological and Native American monitoring should be included in the MMRP. Mitigation in the form of archaeological and Native American monitoring would reduce all impacts to Tribal Cultural Resources to below a level of significance. See section V of the Mitigated Negative Declaration and the Mitigation, Monitoring and Reporting Program (MMRP) for further details.

XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project would not result in an increase in the intensity of the use and would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. No wastewater generation is associated with this project. No impacts would result.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Refer to response XIX (a) above. The project would not result in an increase in the intensity of the use, would not be associated with the generation of wastewater, and would not be required to construct a new water or wastewater treatment facility. No impacts would result.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project would require improvements to the existing storm water system and reconstruction of storm water drainage facilities, as described in Hydrology and Water Quality Section X (a). Potentially significant impacts to cultural and biological resources occurring as a result of project implementation would be reduced to below a level of significance with the implementation of the mitigation measures described in Section V. Mitigation Monitoring and Reporting Program of the Mitigated Negative Declaration. Therefore, the construction of the new storm water system would not cause any significant environmental effects.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The City Urban Water Management Plan (UWMP) serves as the water resources planning document for the City's residents, businesses, interest groups, and public officials. The UWMP assess the current and future water supply and needs for the City. Implementation of the project would not result in new or expanded water entitlements from the water service provider, as the project is consistent with existing demand projections contained in the UWMP (which are based on the allowed land uses for the project site).

No new or expanded entitlements are proposed. Temporary water supplies would be needed during construction (e.g. dust suppression) and post-construction (i.e. revegetation/restoration of impacted areas) and would either be supplied by a water truck or thru the existing water service (i.e. fire hydrant meter and hook-up.) Thus, impacts would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project would result in improvements to an existing roadway, which would not require any wastewater treatment services. Therefore, the project would have no impact on the current demand on existing wastewater commitments.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Construction debris and waste would be generated from the construction of the project. The project is required to comply with the City's Municipal Code requirement for diversion of construction waste during the short-term, construction phase. Operation of the project would not generate waste once construction has been completed, and, therefore, would not have permanent solid waste disposal needs thus affecting the permitted capacity of the landfill serving the project area. Impacts are considered to be less than significant.

g) Comply with federal, state, and local statutes and regulation related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Please see XIX (f). Any solid waste generated during construction related activities would be recycled or disposed of in accordance with all applicable local, state and federal regulations. Impacts would be less than significant.

XX. WILDFIRE – Would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The City of San Diego participates in the San Diego County Multi-Jurisdictional Hazard Mitigation Plan. The project complies with the General Plan and is consistent with the University and La Jolla Community Plans circulation elements. The project is located in an urbanized area of San Diego and improves active transportation uses along an existing roadway and would not disrupt any emergency evacuation routes as identified in the Hazard Mitigation Plan. Therefore, the project would have a less than significant impact on an emergency response and evacuation plan during construction and operation.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project includes active transportation and associated improvements along Gilman Drive which is located in an urbanized area of San Diego within the Very High Fire Severity Zone. Implementation of fire safety procedures in the Standard Specifications for Public Works Construction would reduce the potential for exacerbating fire risk due to construction activities to a less than significant level. The improvements of active transportation along an existing roadway and replacement and construction of storm drain infrastructure would not impact the risk of wildfire during operation. The project would not significantly exacerbate wildfire risks, and no mitigation is required.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project improves active transportation uses and associated infrastructure along an existing roadway. No new construction of roads, fuel breaks, emergency water sources, power lines, or other utilities would be constructed that would exacerbate fire risk, therefore impacts would be less than significant.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Refer to response XX (b) above. Additionally, the project would comply with the City's appropriate Best Management Practices for drainage and would not expose people or structures to significant risks as a result of run-off, post-fire slope instability, or drainage changes. Therefore, a less than significant impact would result.

XXI. 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

This analysis has determined that, although the proposed project could have significant impacts to sensitive Biological, Cultural, and Tribal Cultural Resources. As such, mitigation measures included in this document would reduce these potential impacts to a less than significant level as outlined

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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within the Mitigated Negative Declaration. These mitigation requirements are also consistent with the MSCP City of San Diego Subarea Plan.

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

☐
☒
☐
☐

As documented in this Initial Study, the project may have the potential to degrade the quality of the environment, notably with respect to Biology, Cultural Resources (Archaeology) and Tribal Cultural Resources, which may have cumulatively considerable impacts. As such, mitigation measures have been incorporated to reduce impacts to less than significant. Other future projects within the surrounding neighborhood or community would be required to comply with applicable local, State, and Federal regulations to reduce the potential impacts to less than significant, or to the extent possible. As such, the project is not anticipated to contribute potentially significant cumulative environmental impacts.

- c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

☐
☒
☐
☐

The project improves active transportation uses and associated infrastructure along an existing roadway. The project is consistent with the environmental setting and with the use as anticipated by the City. Based on the analysis presented above, implementation of the mitigation measures would reduce environmental impacts such that no substantial adverse effects on humans would occur.

INITIAL STUDY CHECKLIST

REFERENCES

I. Aesthetics / Neighborhood Character

- ☒ City of San Diego General Plan
- ☒ Community Plans: University and La Jolla
- ☒ Site Specific Study: Visual Impact Assessment, Coastal Rail Trail - Gilman Drive Segment, Rose Creek Bikeway to UCSD, prepared by KTUA Planning and Landscape Architecture, dated August, 21 2018.
- ☒ Visual Impact Assessment Addendum, Coastal Rail Trail - Gilman Drive Segment, Rose Creek Bikeway to UCSD, prepared by KTUA Planning and Landscape Architecture, dated October, 31 2019.

II. Agricultural Resources & Forest Resources

- ☒ City of San Diego General Plan
- ☐ U.S. Department of Agriculture, Soil Survey - San Diego Area, California, Part I and II, 1973
- ☐ California Agricultural Land Evaluation and Site Assessment Model (1997)
- ☐ Site Specific Report:

III. Air Quality

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

IV. Biology

- ☒ City of San Diego, Multiple Species Conservation Program (MSCP), Subarea Plan, 1997
- ☒ City of San Diego, MSCP, "Vegetation Communities with Sensitive Species and Vernal Pools" Maps, 1996
- ☒ City of San Diego, MSCP, "Multiple Habitat Planning Area" maps, 1997
- ☐ Community Plan - Resource Element
- ☐ California Department of Fish and Game, California Natural Diversity Database, "State and Federally-listed Endangered, Threatened, and Rare Plants of California," January 2001
- ☐ California Department of Fish and Game, California Natural Diversity Database, "State and Federally-listed Endangered and Threatened Animals of California," January 2001
- ☐ City of San Diego Land Development Code Biology Guidelines
- ☒ Site Specific Report: Coastal Rail Trail – Gilman Drive Segment Biological Technical Report July 2020, E&CP

V. Cultural Resources (includes Historical Resources)

- ☒ City of San Diego Historical Resources Guidelines
- ☒ City of San Diego Archaeology Library
- ☒ Historical Resources Board List
- ☐ Community Historical Survey:
- ☒ Site Specific Report: Historic Property Survey Report and Archaeological Survey Report 2018, AECOM

X Site Specific Report: El Camino Real Mission Bell Markers/Guide Posts along the Coastal Rail Trail - Gilman Drive Segment, prepared 2019 by RECON

VI. Energy

X City of San Diego Climate Action Plan (CAP), (City of San Diego 2015)

X City of San Diego Climate Action Plan Consistency Checklist

VII. 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

X Site Specific Report: Geotechnical Investigation, Coastal Rail Trail at Gilman Drive, Gilman Drive, La Jolla, California 92037, prepared by SCST, Inc., dated October 17, 2018 (their project no. 160504P3)

X Geotechnical Addendum, Coastal Rail Trail at Gilman Drive, Gilman Drive, La Jolla, California 92037, prepared by SCST, Inc., dated July 11, 2019

X Geotechnical Addendum #2, Coastal Rail Trail at Gilman Drive, Gilman Drive and Villa La Jolla Drive, La Jolla, California, prepared by SCST, Inc., dated October 3, 2019

X Geotechnical Addendum #3 and Response to Review Comments, Coastal Rail Trail at Gilman Drive, Gilman Drive and Villa La Jolla Drive, La Jolla, California, prepared by SCST, Inc., dated October 15, 2019

VIII. Greenhouse Gas Emissions

X City of San Diego Climate Action Plan (CAP), (City of San Diego 2015)

X City of San Diego Climate Action Plan Consistency Checklist

IX. Hazards and Hazardous Materials

X San Diego County Hazardous Materials Environmental Assessment Listing

X San Diego County Hazardous Materials Management Division

 FAA Determination

X State Assessment and Mitigation, Unauthorized Release Listing, Public Use Authorized, GeoTracker: <https://geotracker.waterboards.ca.gov/>

X State Assessment and Mitigation, Unauthorized Release Listing, Public Use Authorized

X MCAS Miramar Airport Land Use Compatibility Plan

X Site Specific Report: Phase I Environmental Site Assessment of the Coastal Rail Trail - Gilman Drive Segment Project San Diego, California prepared by AECOM, dated June, 2018.

X. Hydrology/Drainage

 Flood Insurance Rate Map (FIRM)

X Federal Emergency Management Agency (FEMA), National Flood Insurance Program-Flood Boundary and Floodway Map

 Clean Water Act Section 303(b) list, http://www.swrcb.ca.gov/tmdl/303d_lists.html

X Site Specific Report: See Water Quality XXI.

XI. Land Use and Planning

X City of San Diego General Plan

- X Community Plan: La Jolla and University
- X Airport Land Use Compatibility Plan – MCAS Miramar
- X City of San Diego Zoning Maps
- ___ FAA Determination
- ___ Other Plans:

XII. Mineral Resources

- X City of San Diego General Plan
- X 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:

XIII. Noise

- X City of San Diego General Plan
- X Community Plan: La Jolla and University
- X MCAS Miramar - CNEL Maps
- X MCAS Miramar Airport Land Use Compatibility Plan
- X San Diego Association of Governments - San Diego Regional Average Weekday Traffic Volumes
- X San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG
- X California Department of Transportation (Caltrans) 2013 Technical Noise Supplement. November.
- ___ Site Specific Report:

XIV. 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
- X 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 1/4 Escondido 7 1/2 Minute Quadrangles," *California Division of Mines and Geology Bulletin* 200, Sacramento, 1975
- ___ 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: see Geology/Soils section above

XV. Population / Housing

- X City of San Diego General Plan
- X Community Plan: La Jolla and University
- ___ Series 11/Series 12 Population Forecasts, SANDAG
- ___ Other:

XVI. Public Services

- X City of San Diego General Plan
- X Community Plan: La Jolla and University

XVII. Recreational Resources

- X City of San Diego General Plan
- X Community Plan: La Jolla and University
- ___ Department of Park and Recreation
- ___ City of San Diego - San Diego Regional Bicycling Map
- ___ Additional Resources:

XVIII. Transportation / Circulation

- X City of San Diego General Plan
- X Community Plan: La Jolla and University
- X San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG
- X San Diego Region Weekday Traffic Volumes, SANDAG
- X City of San Diego Transportation Study Manual (September 29, 2020)
- ___ Site Specific Report:

XIX. Utilities

- X City of San Diego General Plan
- X Community Plan: La Jolla and University
- ___ Site Specific Report:

XX. Water Conservation

- ___ Sunset Magazine, *New Western Garden Book*, Rev. ed. Menlo Park, CA: Sunset Magazine

XXI. Water Quality

- X Clean Water Act Section 303(b) list, http://www.swrcb.ca.gov/tmdl/303d_lists.html
- X Site Specific Report: Water Quality Assessment Report (Caltrans, April 2018) which includes:
Attachment A – City of San Diego’s Storm Water Requirements Applicability Checklist
Attachment B – City of San Diego Stormwater Checklist - Storm Water BMP Requirements
Attachment C – Basins and Outfalls Study Exhibits for the Coastal Rail Trail Gilman Drive Segment

XXII. Wildfire

- X City of San Diego General Plan
- X Community Plan: La Jolla and University
- X San Diego County Multi-Jurisdictional Hazard Mitigation Plan
- X Very High Fire Severity Zone Map, City of San Diego
- ___ City of San Diego Brush Management Regulations, Landscape Regulations (SDMC 142.0412)
- ___ Site Specific Report:



Location

Coastal Rail Trail SDP / Project No. 644885

City of San Diego – Development Services Department

FIGURE

No.1