Rose Creek Bikeway Project

SAN DIEGO ASSOCIATION OF GOVERNMENTS
CITY OF SAN DIEGO
SAN DIEGO COUNTY, CALIFORNIA

Final ~~Recirculated Draft~~ Initial Study/Mitigated Negative Declaration

Prepared by:
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~~April~~May 2016

Preface

This is a Final ~~Recirculated Draft~~ Initial Study (IS) /Mitigated Negative Declaration (MND), prepared pursuant to the California Environmental Quality Act (CEQA), addressing the potential environmental effects of the implementation of the Rose Creek Bikeway Project. The Draft MND was circulated for a 30-day public review period from December 15, 2015 to January 14, 2016 (State Clearinghouse No. 2015121045). After completion of the public review period, modifications were made to the Draft MND, and it ~~is being~~was recirculated for an additional 30-day public review from April 7, 2016 to May 9, 2016.

In response to comments received on the Recirculated Draft MND, minor revisions and clarifications have been made to the Final ~~Recirculated Draft~~ MND. All revisions are shown in ~~strikeout~~ and underline in the Final ~~Recirculated~~ MND.

In addition, subsequent to the preparation of the Recirculated Draft MND, the alignment of the bike path was modified slightly in order to reduce grading, further minimize wetland impacts, and meet the grade percentage requirements of the Americans with Disabilities Act (ADA). In order to reduce the encroachment into the creek, the alignment was generally shifted eastward by up to 2 feet. However, in order to meet ADA requirements on the portion of the bike path north of I-5, the path was moved westward by up to 30 feet for a distance of approximately 400 feet to achieve the maximum path gradient requirements. As a result of these changes, the total impacts to wetlands increased by 0.06 acres (ac; 4 percent increase). However, the permanent impacts to wetlands decreased by 0.07 ac (11 percent decrease). The estimates of the vegetation impacts in Table 2 in Section 7.4.B have been modified to reflect these changes; revised acreages are indicated in ~~strikeout~~/underline. No other modifications to the results and conclusions of the April 2016 version of the Recirculated Draft MND are required due to the minor changes in the bike path alignment.

Comments received during the public review period for the Draft and Recirculated Draft MND, as well as responses to the environmental issues raised in the comments received during both comment periods, are provided in Appendix K.

The documents and other materials that constitute the record of proceedings on which SANDAG's Findings of Fact are based are located at 401 B Street, Suite 800, San Diego, California 92101. This information is provided in compliance with Public Resources Code §21081.6(a)(2) and CEQA Guidelines §15074(c). The documents and other materials that constitute the record of proceedings on which SANDAG's adoption of the Final MND is based consist of the following documents, at a minimum:

- All public notices issued by SANDAG in conjunction with the project.
- The Draft MND, Recirculated Draft MND, and Final MND, including all appendices and technical studies included or referenced in these documents.
- All comments submitted by agencies or members of the public during the 30-day public comment period for both the Draft and Recirculated Draft MND.
- All comments and correspondence submitted to SANDAG with respect to the project.
- The Mitigation Monitoring and Reporting Program for the project (contained in Appendix J of the Final MND).

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1.0 Introduction

The San Diego Association of Governments (SANDAG, the "project proponent") proposes to construct a bicycle facility in the Clairemont/Pacific Beach area. The facility would extend for a distance of approximately two miles beginning at the northern terminus of Santa Fe Street (just south of State Route [SR] 52 and east of Interstate ([I-] 5) and terminating to the west side of Mission Bay Drive, north of Garnet Avenue (hereinafter referred to as the "proposed project").

The proposed project is located in a largely urbanized area, and includes a combination on- and off-street configuration. The on-street configuration extends from the northern terminus of Santa Fe Street southward along the existing paved area of Santa Fe Street to the bridge over Rose Creek. Some street trees and grasses are present along the southern portion of Santa Fe Street that is included in this alignment, and the western side of the northern portion of Santa Fe Street has some larger vegetated areas located to the west, between the proposed alignment and Interstate 5. The topography is largely flat along the on-street portion of the proposed bike path. The off-street portion of the bike path would start just north of the Santa Fe Street bridge over Rose Creek. Portions of the off-street portion of the configuration are vegetated with the trees and riparian vegetation associated with Rose Creek. The topography in this area involves slopes on either side of the creek channel.

As the Lead Agency for the proposed project under the California Environmental Quality Act (CEQA), SANDAG has prepared an Initial Study (IS) to determine if the proposed project could have a significant effect on the environment. The IS identifies potentially significant effects to biological resources, hazards and hazardous materials, and recreation during construction, but mitigation measures incorporated into the proposed project by SANDAG before the IS and this Mitigated Negative Declaration (MND) were circulated for public review would mitigate these effects to a point where no significant impacts would occur. There is no substantial evidence, in light of the whole record before the agency, that the project with the implementation of mitigation measures would have a significant effect on the environment. Therefore, pursuant to the *Guidelines for Implementation of the California Environmental Quality Act* (CEQA Guidelines) (§15070[b]]), SANDAG has prepared an MND for the proposed project.

The Draft MND was available for a 30-day public review period (§15105). The public review period occurred from December 15, 2015 to January 14, 2016. After completion of the public review period, modifications were made to the Draft MND, and it ~~is being~~was recirculated for an additional 30-day public review between April 7, 2016 and May 9, 2016. All written comments ~~regarding the adequacy of the Recirculated Draft MND must be~~ received ~~by May 9, 2016. All public comments submitted~~ during the two review periods are included in Appendix K along with written responses from ~~December 15, 2015 to January 14, 2016 will be addressed in the Final MND, and do not need to be resubmitted for consideration~~SANDAG.

Comments ~~should be~~were addressed or emailed to:

Lauren Esposito, Environmental Planner II
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA, 92101
Phone: (619) 595-5374

Email: lauren.esposito@sandag.org

Copies of the Recirculated Draft and Draft MND and supporting materials ~~are~~were available online at http://www.keepsandiegomoving.com/RegionalBikeProjects/coastal_rail_trail_docs.aspx and at the SANDAG offices at the address provided above. Copies of the Recirculated Draft and Draft MND were also ~~are~~ available at the following City of San Diego public libraries:

North Clairemont Library
4616 Clairemont Drive
San Diego, CA 92117

Pacific Beach Library
4275 Cass Street
San Diego, CA 92109

University Community Library
4155 Governor Drive
San Diego, CA 92122

2.0 Project Description

The proposed project represents Segment 9B of the Coastal Rail Trail (CRT), as identified in the San Diego Regional Bike Plan (RBP) and CRT Project Study Report. The CRT is a 44-mile network of bicycle facilities, extending through San Diego County's coastal cities, from the City of Oceanside's San Luis Rey River Bikeway to the Santa Fe Train Depot in the City of San Diego. The location of the proposed CRT facilities network is depicted on Figures 2-1 and 2-2.

As illustrated in Figures 2-3a through 2-3d, the proposed bicycle facility would extend a distance of 2.1 miles from the northern terminus of Santa Fe Street, southward, to the west side of Mission Bay Drive, as it crosses over Rose Creek. The alignment of the bike path includes 1.3 miles of bi-directional, protected bike lanes within the City of San Diego right-of-way (ROW) of Santa Fe Street (referred to as the "on-street portion"), and 0.8 miles of shared-use bicycle path along the eastern bank of Rose Creek (referred to as the "off-street portion").

On-street Improvements

Beginning at the northern terminus of Santa Fe Street, the bicycle facility would connect with the existing Rose Canyon Bicycle Path to the north of the proposed project, and consist of a bi-directional cycle track located within the existing paved area of Santa Fe Street to the bridge over Rose Creek, for a distance of approximately 7,200 linear feet (LF). The on-street portion of the facility is illustrated on Figure 2-3a. The cycle-track would be located on the west side of the road, and would include a two-foot shoulder adjacent to the Caltrans fence, and a two-foot raised concrete median between the Santa Fe Street traffic lanes and the cycle track, making a total of 16 feet in width. In addition to using existing paved roadway area, the protected bicycle lanes would utilize the area currently used for informal on-street parking on the west side of Santa Fe Street. To obtain the width needed for the bicycle facility and displacement of the southbound vehicle traffic lane, Santa Fe Street would be widened to the east, in sections, by up to three feet wide, all within the existing City of San Diego ROW. The proposed widening would require a retaining wall along an 875-foot section of Rose Creek up to six feet in height, relocation of various wet and dry utility features, including the relocation or undergrounding of an existing overhead power line and associated poles. Approximately 3,600 feet of new five-foot-wide sidewalk along Santa Fe Street may need to be constructed as part of the project. The decision to construct this sidewalk will be made during final design of the project.

Off-street Improvements

A 0.8-mile portion of the bike path would be a shared use path, also referred to as a "Class I" facility, consisting of a 10-foot wide concrete path with two-foot shoulders on each side. The off-street portion of the path would extend a distance of approximately 4,000 LF (Figures 2-3a-3b). The off-street portion would start just south of the Santa Fe Street bridge over Rose Creek. At this point, the path would be located on a new, pre-fabricated, steel bridge of approximately 240 feet in length, that would parallel, the existing Santa Fe Street bridge. The proposed bridge would include one central column in the creek for support. Once across the creek, the path would be located along the eastern bank of Rose Creek on an earthen bench behind existing businesses fronting Santa Fe Street (Figures 2-3b and 2-3c). The bench would be created by a cut along the eastern edge with a 3- to 6-foot retaining wall located along the western side. The maximum width of the bench would be 14 feet.

The bicycle facility would cross under the I-5 freeway bridge over Rose Creek. Beneath the bridge, the bike path would be constructed on a structural slab over a lightweight cellular concrete, and would abut the existing bridge wall with a seismic expansion joint.

On the other side of the I-5 bridge, the path would return to a bench cut into the top of the east bank of Rose Creek leading to a service road behind existing businesses (Figure 2-3a). It would cross beneath the Mission Bay Drive bridge over Rose Creek, on a structure similar to the one beneath the I-5 bridge, and connect with an existing Class I bicycle path (Rose Creek Bike Path) near the intersection of Mission Bay Drive and Damon Avenue.

Revegetation and Lighting

Temporary disturbed areas along Rose Creek would be planted with native vegetation. The native vegetation would be adapted to the underlying soil and hydrology conditions, and be comprised of either upland or wetland species.

Lighting along the off-street portion would be provided with low height and low intensity lighting systems that could include bollard lighting, rail lighting or short pole based lighting. The lights would be shielded to minimize illumination into the adjacent creek area. They would be placed on the west side of the path and focus their lighting distribution back towards the trail and away from the creek. Any new lighting along the on-street portion would be located on poles based on City of San Diego lighting standards.

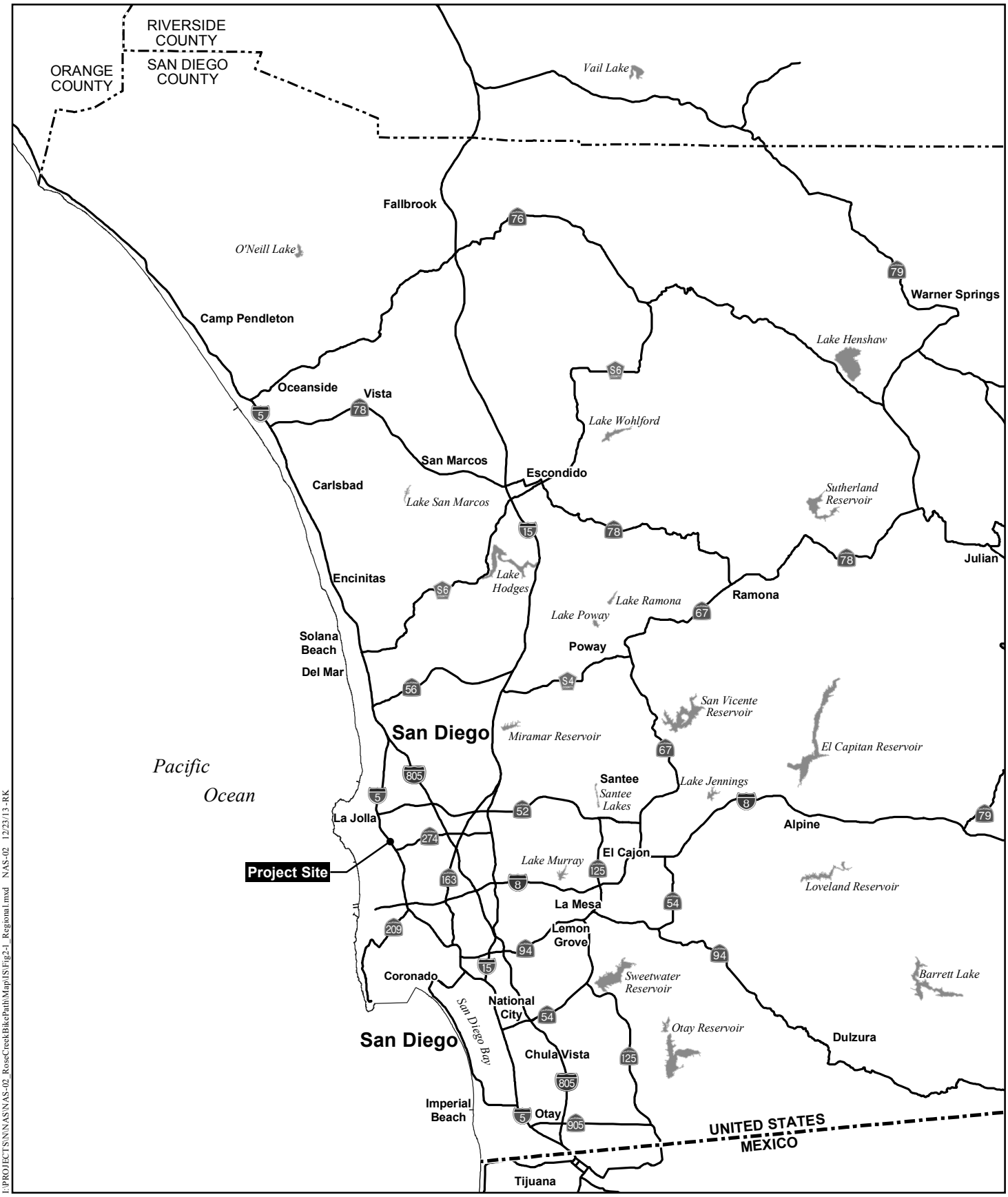
Construction

On-street Improvements

Construction of the on-street portion would consist of roadway excavation followed by asphalt and curb/berm installation for the separated bicycle facility and widening of the roadway.

Off-street Improvements

Construction for the off-street portion may be phased, and may be separate from the on-street portion. Grading for this project may involve the movement of approximately 13,500 cubic yards (cy) of earth, including an export of approximately 3,500 cy of unsuitable material and an import of approximately 10,000 cy of structural backfill. Construction access would be located in disturbed or developed areas within and directly adjacent to Santa Fe Street, to the north and south of the existing bridge over Santa Fe Street. A construction staging area would be located off Damon Avenue, just east of its intersection with Mission Bay Drive (Figure 2-3d). Minor ground disturbance would occur during use of the construction staging area from removal of the area's two abandoned modular buildings (which would be transported off-site) and approximately eight trees.



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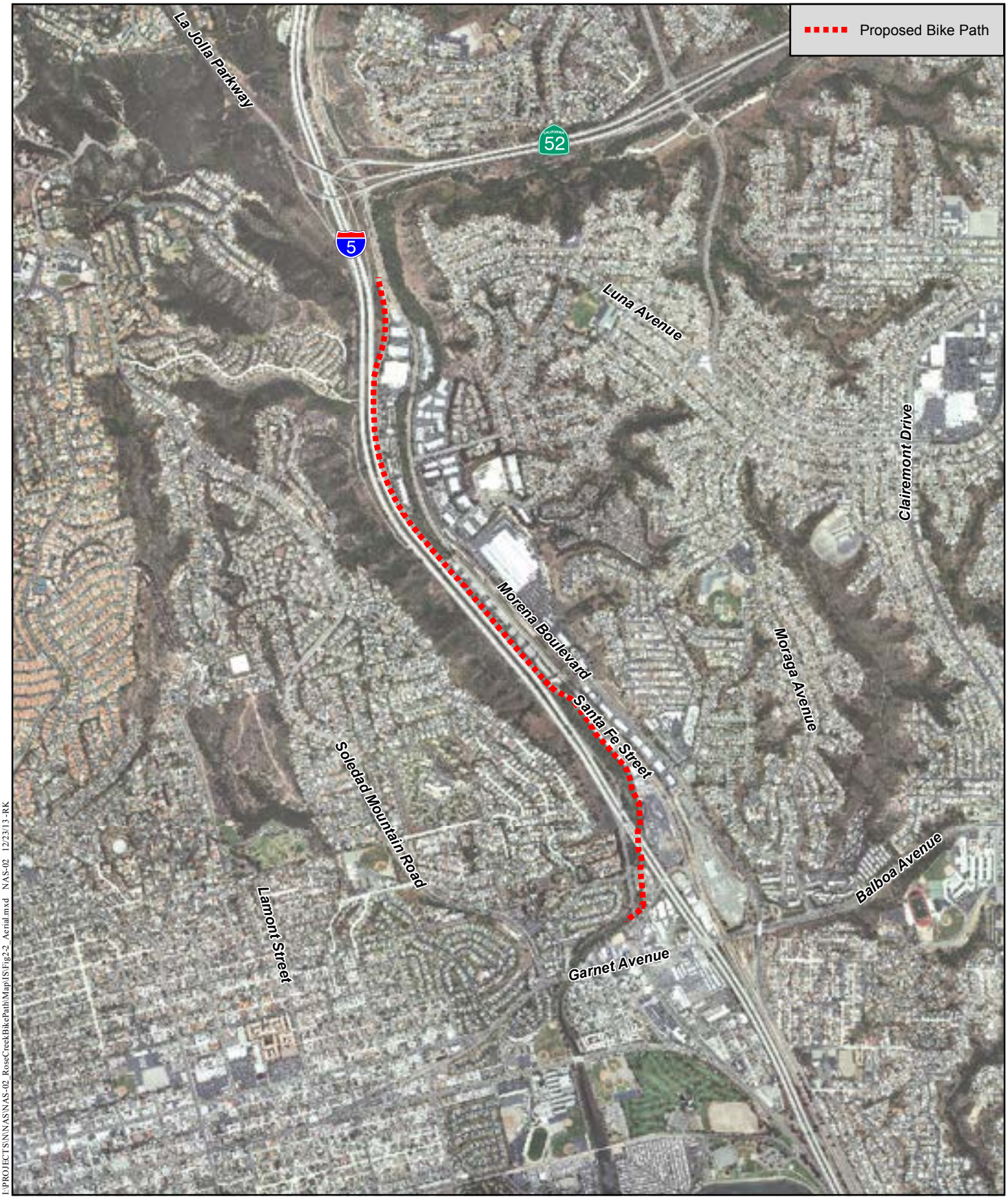
Regional Location Map

ROSE CREEK BIKEWAY PROJECT

N 0 8 Miles

Figure 2-1



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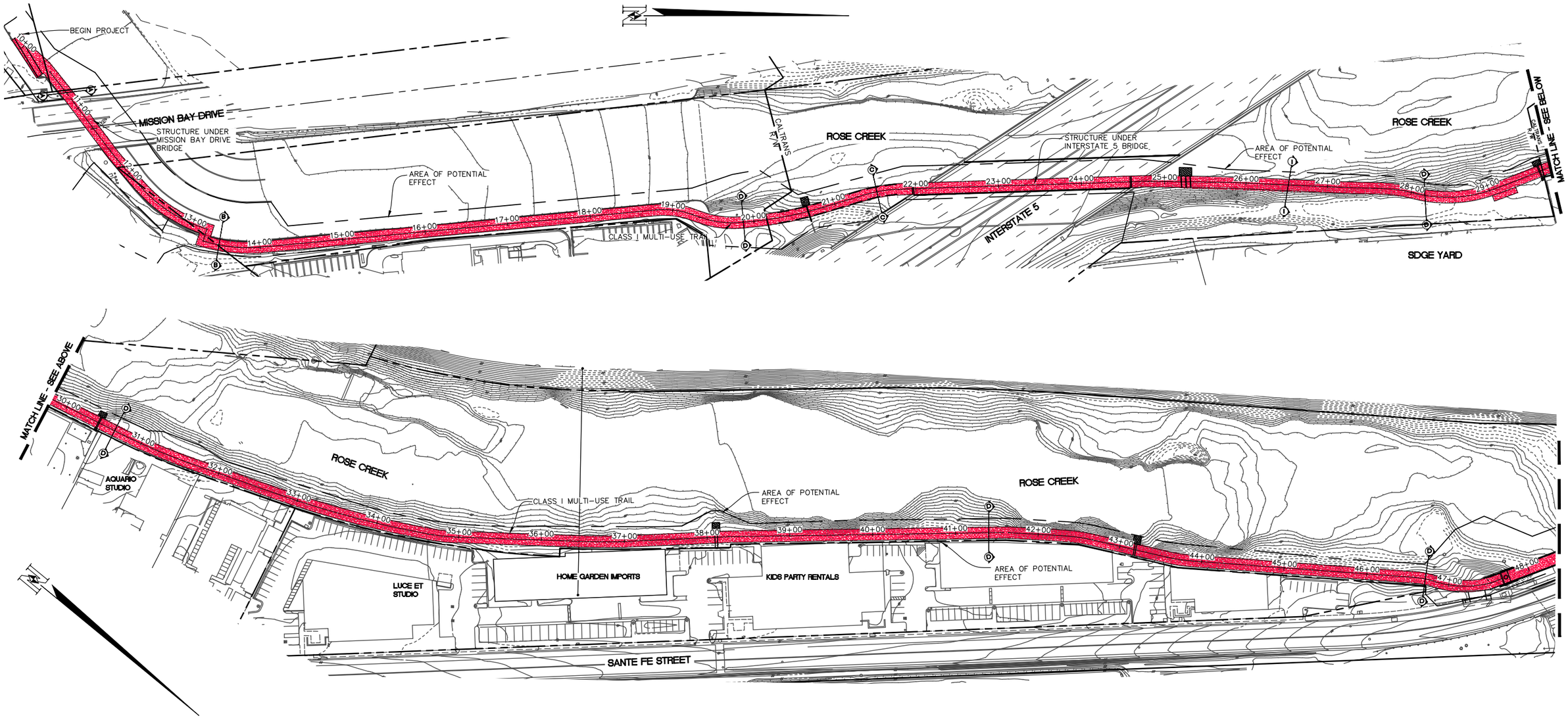
Project Vicinity Map (Aerial Photograph)

ROSE CREEK BIKEWAY PROJECT

N 0 2,000 Feet

Figure 2-2



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Source: Nasland Engineering 2016

Site Plan

ROSE CREEK BIKEWAY PROJECT

Figure 2-3a

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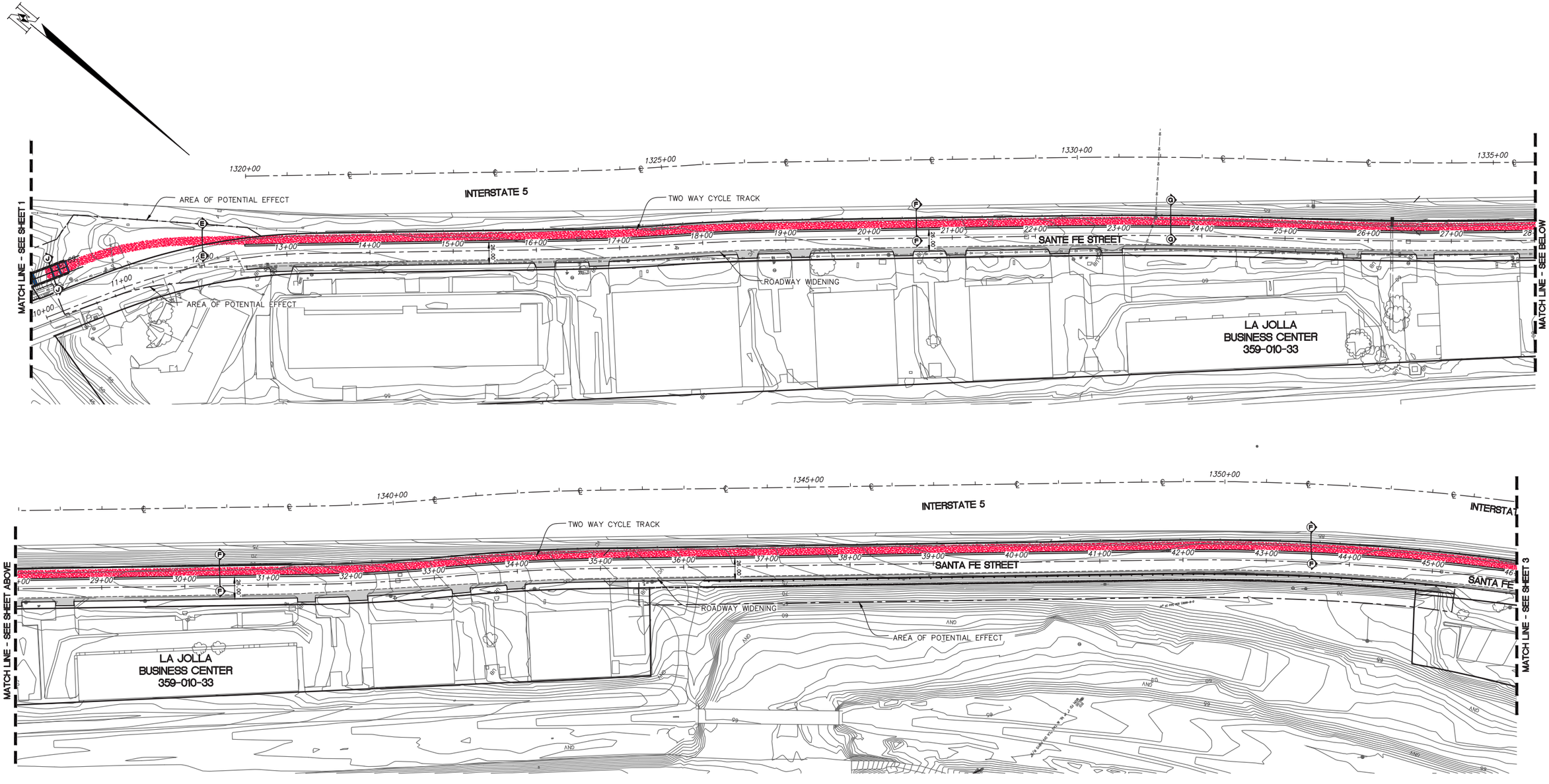
Source: Nasland Engineering 2014

Site Plan

ROSE CREEK BIKEWAY PROJECT

~~Figure 2-3a~~



Source: Nasland Engineering 2014

Site Plan

ROSE CREEK BIKEWAY PROJECT

Figure 2-3b

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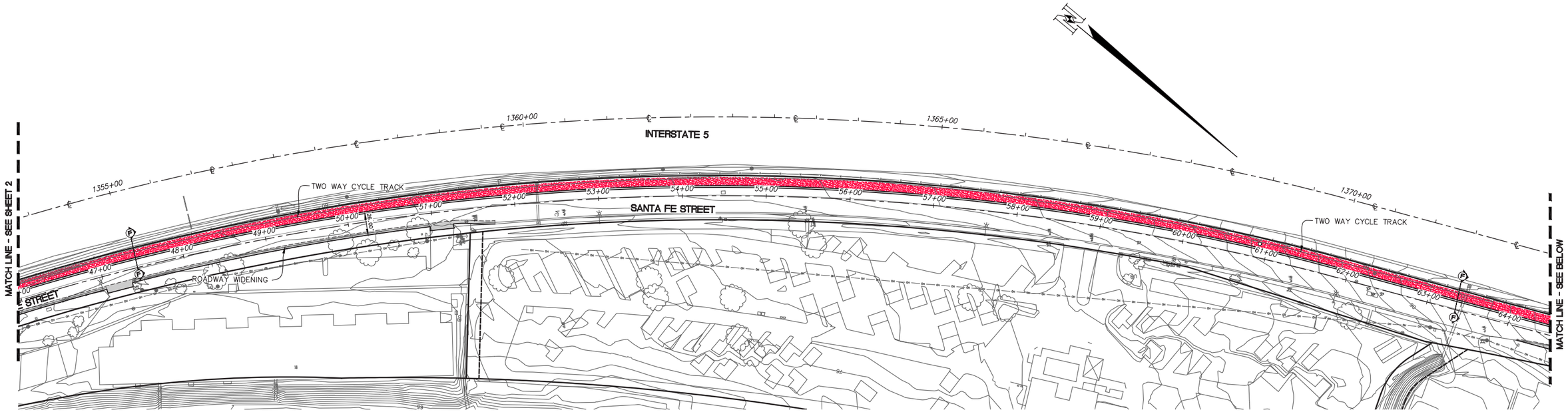

Source: Nasland Engineering 2014

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Site Plan

ROSE CREEK BIKEWAY PROJECT

Figure 2-3c

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Site Plan - Staging Area

ROSE CREEK BIKEWAY PROJECT

Figure 2-3d

3.0 SANDAG Discretionary Actions

SANDAG is the Lead Agency under CEQA and is responsible for reviewing and adopting this IS/MND. SANDAG discretionary actions include:

- Adoption of the Final Initial Study/Mitigated Negative Declaration for the proposed project.

4.0 Other Agency Permits and Approvals

California Department of Fish and Wildlife (CDFW)

- 1602 Streambed Alteration Agreement

California Department of Transportation (Caltrans)

- Categorical Exclusion
- Encroachment Permit

San Diego, City of

- Use and Occupancy Permit

State Water Resources Control Board/Regional Water Quality Control Board (RWQCB)

- Section 401 Water Quality Certification
- National Pollutant Discharge Elimination System (NPDES) General Construction Activity Permit

U.S. Army Corps of Engineers (USACE)

- Section 404 Permit

U.S. Department of Fish and Wildlife (USFWS)

- Section 7 Consultation

U.S. Navy

- Construction and Maintenance Easement Modification

5.0 Environmental Factors Potentially Affected

The environmental factors checked below would potentially be affected by this project, involving at least one impact that is a "Less than Significant Impact With Mitigation Incorporated." The other environmental factors would involve impacts that are "Less Than Significant" or "No Impact." Please see the CEQA IS checklist (Section 7.0) for supporting information.

□ Aesthetics	□ Agriculture and Forestry Resources	□ Air Quality
■ Biological Resources	■□ Cultural Resources	□ Geology/Soils
□ Greenhouse Gas Emissions	■ Hazards & Hazardous Materials	□ Hydrology/Water Quality
□ Land Use/Planning	□ Mineral Resources	□ Noise
□ Population/Housing	□ Public Services	■ Recreation
□ Transportation/Traffic	□ Utilities/Service Systems	■ Mandatory Findings of Significance

6.0 Determination

On the basis of this initial evaluation that follows:

☐ The proposed project is exempt from CEQA pursuant to the general exemption (CEQA Guidelines, 15061 (b)(3)), a statutory exemption, and/or a categorical exemption, and that if a categorical exemption, none of the exceptions to the exemption apply. A NOTICE OF EXEMPTION will be prepared.

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

■ I find that 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.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that 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 NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental document is required. FINDINGS consistent with this determination will be prepared.

12-15-15

Signature
Rob Rundle, Principal Regional Planner

Date
For: San Diego Association of Governments

7.0 CEQA Initial Study Checklist

This IS checklist identified potentially significant effects with respect to cultural resources, biological resources, recreation, and hazards and hazardous materials for the proposed project. The implementation of mitigation measures BIO-1 through 21, CUL-1 and CUL-2, and HAZ-1 identified in this IS/MND would ensure potentially significant effects remain below a level of significance. All other environmental impacts would be less than significant or no impact would occur. The following significance thresholds for each environmental issue are from Appendix G of the CEQA Guidelines.

A. "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.

B. "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 may be cross-referenced).

C. "Less Than Significant Impact" applies where the project creates no significant impacts, only less than significant impacts.

D. "No Impact" applies where a project does not create an impact in that category. "No Impact" answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency which 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 would not expose sensitive receptors to pollutants, based on a project specific screening analysis).

7.1 Aesthetics

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposed project:				
a. Have a substantial adverse effect on a scenic vista?	□	□	■	□
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	□	□	■	□
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	□	□	■	□
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	□	□	■	□

The following discussion is based on a Visual Impact Assessment (VIA) prepared by KTU+A. This study is included as Appendix A of this IS.

A. Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. The proposed bike path would be visible from several key areas, including Santa Fe Street, I-5, and residential communities on the nearby hills to the east. Viewer groups in these areas include drivers, bicyclists, pedestrians, residents, and rail transit riders. A viewer's response is based on the size of the viewer group, the proximity of the viewer in relation to the proposed project location, and the duration of views available of the project site. Viewer sensitivity to change in the visual environment is based on a combination of their level of activity (allowing them to focus on the views), their awareness (which can limit their focus), and their engagement in local interests and the value they place on local views. A viewer's expected response to changes that would be caused by the proposed project is evaluated through a combination of their exposure and sensitivity, on a scale of low to high.

Santa Fe Street and its users (e.g., drivers, bicyclists, and pedestrians) would have the highest exposure to improvements, due to their presence in moderate numbers, their close proximity to the proposed bike path, and their relatively prolonged view of the project site where it parallels approximately one mile of Santa Fe Street. As stated in Table 3 of the VIA, their exposure would be moderate. With their low engagement in local interests and narrow field of focus, Santa Fe Street users' sensitivity would be moderate. Overall, their response to project improvements would be moderate. Furthermore, the on-street portion of the bike path would be located within the paved portion of Santa Fe Drive, and not represent a departure from the current appearance of the roadway. The off-street portion of the bike path would be located behind the commercial buildings which lie along the west side of Santa Fe Street and would not be visible from Santa Fe Street. Thus, the proposed project would not have a substantial adverse impact on views from Santa Fe Street.

The I-5 corridor in the project area is identified as an eligible State Scenic Highway but is not officially designated (Caltrans 2011). Drivers on I-5 are the largest viewer group, with the northbound drivers having the most potential to see the project improvements. Some portions of the proposed project would be close or moderately close to

freeway drivers, but their view duration would be extremely brief due to view-blocking vegetation and barriers, which eliminate all but short opportunities to see the project location; thus, their exposure would be moderate-low. I-5 drivers would also be engaged in driving rather than looking at the views and they have a low connection to local interests; therefore, their sensitivity would be moderate-low. Overall, I-5 drivers' response to project improvements would be moderate-low. Due to the limited views of the bike path from I-5, the project would not have a substantial adverse impact on views from this roadway.

The Clairemont Mesa Community Plan (City of San Diego 1989) identifies a "Long Range View" that overlooks the project area from the neighborhoods to the east. The proposed project would be in the middle to background of this view. Residential views have the potential to be of long duration, and residents would have a moderate exposure. As they would be mindful of the views available from their homes, focused on their surroundings, and having an interest in local issues and views, residents' sensitivity would be moderate-high. Their overall response would be moderate. The views across the portion of the Santa Fe Street that would accommodate the on-street portion of the proposed bike path would be unchanged as the bike path would be located within existing pavement. Views of the off-street portion of the bike path would also be unchanged because the views of the bike path would be blocked by existing commercial buildings. Thus, the proposed project would not have a substantial adverse impact on views from the neighborhoods to the east.

Other viewer groups would also have a response to project improvements, such as Mission Bay Drive drivers, rail transit passengers, residents to the west of the project, and workers and visitors in the area. However, their views would also not be substantially affected. For Mission Bay Drive drivers, the project location would be in middle-ground views for these drivers (i.e., it would be in between other developed, concrete structures). Rail transit passengers are few in number and travel at high speed, which limits their opportunity to notice the proposed project. Residents to the west of the project are few in number, and the project would be in the middle to background of their view. Workers and visitors would be able to see the project from the In-N-Out Burger drive-through and from some business lots; however, views for workers and visitors would overall be limited and they would be engaged in other activities than studying a view.

Refer to Table 3 of the VIA (KTU+A 2015) for a complete list of viewer groups and their responses to project improvements. The VIA concludes that the average response of all viewer groups would be moderate-low. In addition, no viewer groups would have a high visual exposure, sensitivity, or response to project improvements. Therefore, impacts from a substantial adverse effect on scenic views would be less than significant.

B. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. As mentioned above, this stretch of I-5 is listed as an eligible State Scenic Highway but is not officially designated. The project would have no impact on rock outcroppings or historic buildings. Some trees and other vegetation would be removed along the Rose Creek channel. However, revegetation would occur as part of the project due to such removal; the species and locations would be determined through consultation with the resource agencies reviewing the project. Some tree removal would also occur at the staging area; however, this area is not highly visible from I-5. Most of the visual corridor from I-5 in the project vicinity is developed, and is, therefore, visually degraded. Thus, the project would not substantially damage scenic resources within a state scenic highway and impacts would be less than significant.

C. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. As indicated in the VIA, visual character includes attributes such as form, line, color, and texture, which are all used to describe the visual composition of a view. Visual quality is determined by the relative value of three topic areas: vividness, intactness, and unity. Vividness is the extent to which the landscape is memorable and is associated with distinctive, contrasting, and diverse visual elements. Intactness is the integrity of visual features in the landscape and the extent to which the existing landscape is free from non-typical visual intrusions. Unity is the extent to which all visual elements combine to form a coherent, harmonious visual pattern.

Staging Area

Approximately eight trees would be removed from the staging area parcel located on Damon Avenue. The change would not be noticeable due to several other mature trees on the parcel that would not be removed. Additionally, the staging area is immediately adjacent to a commercial development, and would be compatible with the area's existing visual character.

Off-street

The visual character of the off-street portion of the bike path is affected by the commercial development but Rose Creek also plays a major role in the visual character of the off-street portion of the bike path. The proposed project's off-street elements would be similar in appearance to the existing structures along the creek corridor, resulting in only a minor change of vividness. The new elements would not visually encroach into the area, and intactness would remain low. The proposed pathway may slightly increase the unity of the area by removing dumped rubbish and creating a uniform path along the top of the creek banks, both near existing concrete embankment walls and along the graded slopes currently without embankment walls. Similarly, the proposed bridge would also slightly alter the vividness of the corridor. The bridge would require the removal of riparian vegetation, including one large sycamore tree and one large willow tree, but the change would not be noticeable because other existing trees would remain. The bridge would be similar enough in appearance to the existing bridge that it would not visually encroach on the area, or reduce the intactness. The new bridge would be visually coherent with the existing bridge, and would not decrease the unity of the area. The new bridge would help to hide the less aesthetically pleasing exposed utility pipes that are visually dominant along the western edge of the existing bridge.

On-street

The visual character of the on-street portion of the bike path is dominated by the commercial and industrial development that borders Santa Fe Street. Residential development is visible along the mesa edges to the east. The proposed on-street, cycle track portion of the project would not substantially change the visual environment along Santa Fe Street. The elements introduced would be similar in appearance to the existing visual environment along Santa Fe Street; therefore, the cycle track would not be highly memorable or vivid, and would not change the vividness of the area. It would be visually similar to existing paved street and its immediately surrounding area, and would not visually encroach on the street, or disrupt the intactness of the area. Development of the proposed cycle track along the length of the western edge of Santa Fe Street from Rose Creek to the end of the street would increase the unity of the area by eliminating street-side parking, which currently is allowed informally along the length of the street. This stretch of street is commonly parked with commercial vehicles attempting to obtain freeway-side advertising, or recreational, commercial and excess personal vehicles either occupied or being stored along the street

edge. The retaining wall to be installed to accommodate widening of a portion of Santa Fe Street would not be generally visible from Santa Fe Street as it would be below grade. Although the wall would be visible to residents to the east, and to transit riders on trains, it would not result in a substantial change in their view.

Overall, the change to visual character and quality resulting from the proposed project would be minimal. This is also supported by the fact that the individual elements of character (form, line, color, texture, etc.) that make up the visual environment are similar to the proposed project elements. In summary, the proposed project would not result in a substantial change to the visual character or quality of the project area, and impacts would be less than significant.

D. Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. Street lighting currently exists along the on-street portion of the bike path. Additional on-street lighting may be required by the City of San Diego. Safety lighting is being considered along the off-street portion of the bike path; the final decision on inclusion and type of lighting would be determined by the city. If off-street lighting were to be included, it would most likely include bollard lighting, rail lighting or short pole based lighting. Lighting would be designed per the city's Street Design Manual. The lighting would be fitted with shielding to direct light onto the bike path in order to avoid illumination within the creek area and would use low-voltage lighting. In light of the fact that street lighting already exists along Santa Fe and the proposal to use low, shielded lighting along the off-street portion, the proposed bike path would not cause substantial impacts on the surrounding areas. The proposed project does not include any features that would produce glare in the daytime. Therefore, there would no adverse impact to day or nighttime views from the project through glare.

7.2 Agriculture and Forestry Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposed project:				
a. Convert 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?	□	□	□	■
e. Conflict with existing zoning for agricultural use or a Williamson Act contract?	□	□	□	■
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	□	□	□	■

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Result in the loss of forest land or conversion of forest land to non-forest use?	□	□	□	■
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?	□	□	□	■

A. Would the project convert 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?

No Impact. The California Department of Conservation Farmland Mapping and Monitoring Program indicates that no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is mapped in the project vicinity. No impacts related to loss of farmland would occur.

B. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project site is not the subject of a Williamson Act contract and is not zoned for agricultural use.

C. Conflict with existing zoning for or cause rezoning of forest land, timberland, or timberland zoned Timberland Production?

No Impact. The project site is not zoned for agricultural uses.

D. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site is located at the edge of an urbanized area. No forest land occurs within or adjacent to the project site. No impacts to forest land would occur.

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?

No Impact. No Farmland or forest land is present in the project vicinity. Therefore, no project-related changes to the existing environment would result in the conversion of Farmland to non-agricultural uses or forest land to non-forest uses.

7.3 Air Quality

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposed project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	□	□	■	□
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	□	□	■	□
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 that exceed quantitative thresholds for ozone precursors)?	□	□	■	□
d. Expose sensitive receptors to substantial pollutant concentrations?	□	□	■	□
e. Create objectionable odors affecting a substantial number of people?	□	□	■	□

The following discussion is based on an Air Quality and Greenhouse Gas Emissions Impact Assessment completed for the project by HELIX Environmental Planning, Inc. (HELIX). The assessment is included as Appendix B of this IS.

A. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The project site is located within the San Diego Air Basin (SDAB). The San Diego Air Pollution Control District (SDAPCD) manages air quality in the SDAB. Air quality plans applicable to the SDAB include the San Diego Regional Air Quality Strategy (RAQS) and applicable portions of the State Implementation Plan (SIP). The RAQS and SIP outline the SDAPCD's plans and control measures designed to attain state and federal air quality standards. Projects that propose development consistent with the growth anticipated by the applicable general plan(s) are consistent with the RAQS and applicable portions of the SIP. The proposed project is included in *Riding to 2050, the San Diego Regional Bicycle Plan* (SANDAG 2010), which supports implementation of both the Regional Comprehensive Plan ([RCP], SANDAG 2004) and San Diego Forward: The Regional Plan ([Regional Plan], SANDAG 2015) and is, therefore, accounted for in the RAQS and SIP. Operation of the project would not generate substantial air quality emissions since the facility would be used for biking and walking. As a result, it would not conflict with or obstruct implementation of applicable air quality plans; furthermore, the project would reduce emissions and promote air quality policies by reducing the reliance on the automobile and encouraging alternative modes of transportation. Air quality impacts resulting from construction activities would be short-term and temporary and would not obstruct implementation of the RAQS. Therefore, impacts are considered less than significant.

B. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact. Under the federal Clean Air Act of 1970 and its subsequent amendments, the U.S. Environmental Protection Agency (USEPA) established the National Ambient Air Quality Standards (NAAQS) for criteria pollutants, including carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), ozone (O_3), particulate matter of less than 10 microns in size (PM_{10}), particulate matter of less than 2.5 microns in size ($PM_{2.5}$), and lead (Pb). Ozone is not emitted directly, but is formed from a complex set of reactions involving ozone precursors, such as nitrogen oxides (NO_X) and reactive organic gases (ROG). The California Air Resources Board (CARB) subsequently established more stringent California Ambient Air Quality Standards (CAAQS) for these pollutants, as well as for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. Areas that do not meet the NAAQS or CAAQS for a particular pollutant are considered to be "non-attainment areas" for that pollutant.

Construction Emissions

Construction activities associated with the project would generate short-term emissions of ROG, NO_X, CO, PM_{10}, and $PM_{2.5}$. Emissions would originate from off-street diesel equipment exhaust, employee and material delivery vehicle exhaust, re-entrained paved road dust, fugitive dust from land clearing, and off-gassing from architectural coating and paving. The proposed project would comply with applicable SDAPCD emissions and fugitive dust measures, and would implement best management practices (BMPs) to reduce the emission of criteria pollutants during construction. These BMPs would include routine dust control and use of construction equipment fitted with appropriate air emission controls. Standard fugitive dust control measures in compliance with local dust control requirements would include regular watering of the active construction areas and unpaved surfaces and/or use of chemical control. Project construction emissions are anticipated to be minimal and would be temporary and localized within the immediate project vicinity. As shown in Table 1, criteria pollutant emissions associated with project construction would be below the SDAPCD's "Air Quality Impact Analysis (AQIA) Trigger Levels," as contained within SDAPCD Regulation II, Rule 20.2. Therefore, the proposed project would not violate applicable air quality standards or substantially contribute to an existing or projected air quality violation, and impacts would be less than significant.

Table 1
MAXIMUM DAILY CONSTRUCTION EMISSIONS

Construction Activity	Pollutant Emissions (pounds per day)				
	ROG	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Grubbing/Land Clearing	2.5	29.6	16.4	6.0	1.8
Grading/Excavation	6.4	74.1	38.6	7.3	3.6
Drainage/Utilities/Sub-Grade	5.5	39.5	31.0	7.3	3.3
Paving	3.2	29.1	20.5	1.8	1.6
Worst-Case Daily Emissions	6.4	74.1	38.6	7.3	3.6
SDAPCD Thresholds	137	250	550	100	55
Significant Impact?	***No***	***No***	***No***	***No***	***No***

Source: Air Quality and Greenhouse Gas Emissions Impact Assessment for the Rose Creek Bikeway Project (HELIX 2015a).

Operational Emissions

With the exception of the infrequent operation of maintenance vehicles along the bike path, the proposed bicycle facility would not be used by motorized vehicles. Thus, minimal operational emissions would be expected. As a result, operation of the proposed facility would not violate applicable air quality standards or substantially contribute to an existing or projected air quality violation. Impacts from operational emissions would therefore be less than significant.

C. Would the project 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)?

Less Than Significant Impact. The SDAB is currently classified as nonattainment for certain federal- and state-designated criteria pollutants including ozone, PM_{10}, and $PM_{2.5}$ (CARB 2014). As discussed above, emissions from project-related construction activities would be minimal, short-term, and localized. Project operation is anticipated to lower cumulative emissions by encouraging alternative modes of transportation such as walking and biking. The project would therefore not result in a cumulatively considerable net increase in criteria pollutants, and impacts are considered less than significant.

D. Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors are facilities and structures where people live or spend considerable amounts of time, including hospitals, retirement homes, residences, schools, and childcare centers. Project construction would be located near some residences, and schools. The nearest school (Alcott Elementary School) is located more than 0.5 mile away and 250 feet higher than the nearest proposed construction area. The nearest residence is located approximately 190 feet and over 200 feet higher than the nearest construction area. Project construction activities would be minimal, and the project would comply with all SDAPCD emissions and fugitive dust standards. Additionally, as previously discussed, with the exception of the infrequent operation of maintenance vehicles along the bike path, operation of the project would not generate direct air quality emissions, and would, therefore, not impact sensitive receptors. Consequently, impacts to sensitive receptors would be less than significant.

E. Would the project create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. Project construction (specifically, the use of diesel construction equipment and vehicles) could generate odors associated with fuel combustion. However, these odors would dissipate into the atmosphere upon release, and would only temporarily remain in proximity to the construction equipment and vehicles. Potential odors would be temporary and localized within the immediate project vicinity, and would not affect a substantial number of people. In addition, operation of the project would not generate substantial odors, as fuel combustion would only occur through equipment used for occasional maintenance. Therefore, the potential for adverse odor impacts associated with the proposed project would be less than significant.

7.4 Biological Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposed project:				
a. Have a substantial adverse effect, 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 Wildlife or U.S. Fish and Wildlife Service?	□	■	□	□
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	□	■	□	□
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?	□	■	□	□
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?	□	■	□	□
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	□	□	□	■
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?	□	□	■	□

The following discussion is based on a Natural Environment Study (NES) prepared by HELIX. This study is included as Appendix C of this IS.

A. Would the project have a substantial adverse effect, 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 Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant With Mitigation Incorporated. No federally or state listed endangered, threatened, or city Narrow Endemic plant species were observed within the Biological Study Area (BSA); however, two listed California Native Plant Society (CNPS) sensitive species were observed within the BSA: San Diego sagewort and southwestern spiny rush. No impacts to southwestern spiny rush would occur as the project would not disturb areas

containing the plant. Approximately 262 individuals of San Diego sagewort were observed within the BSA; impacts to 148 of the individuals would be avoided by monitoring of construction activities and use of orange exclusionary fencing. Mitigation for the 114 San Diego sagewort plants that cannot be avoided would be accomplished through habitat mitigation for impacts to Diegan coastal sage scrub and southern willow scrub (see 7.4.B. below). Species-specific mitigation for San Diego sagewort is not necessary due to its low sensitivity status and its relative abundance in the project vicinity.

Protocol surveys were conducted for three federally listed wildlife species: coastal California gnatcatcher, least Bell's vireo, and southwestern willow flycatcher. All three species are also City of San Diego Multiple Species Conservation Program (MSCP) listed species. Least Bell's vireo is a California endangered species, and coastal California gnatcatcher is a California species of special concern. One least Bell's vireo was detected in the BSA during a single survey; however, it was concluded that the single sighting was a transient male, temporarily moving through the area during migration and was not associated with a breeding territory or an active nest. Potential vireo habitat within and adjacent to the BSA includes southern riparian forest, southern willow scrub, mule fat scrub, non-native riparian, freshwater marsh, and tamarisk scrub. Coastal California gnatcatcher and southwestern willow flycatcher were not detected in the BSA. However, coastal California gnatcatcher has been documented in nearby habitat such as the slopes west of I-5. In addition, suitable habitat for the coastal California gnatcatcher, Diegan coastal sage scrub, occurs in the BSA. Implementation of the mitigation measures BIO-1 and BIO-2 would reduce impacts to least Bell's vireos and coastal California gnatcatchers to below a level of significance.

BIO-1. If vegetation removal occurs between February 15 and August 31, pre-construction gnatcatcher surveys, consisting of 3 surveys spaced one week apart, would be conducted prior to initiating clearing or grubbing activities within 300 feet of coastal sage scrub. Should nesting gnatcatchers be detected within 300 feet of the construction area, construction on or within 300 feet of the nest shall be postponed until after the young have fledged or the nest is no longer active.

BIO-2. If vegetation removal occurs between February 15 and ~~August 31~~September 15, pre-construction vireo surveys would be conducted prior to initiating clearing or grubbing activities. The survey would consist of 3 surveys spaced one week apart, with the final survey occurring within 3 days prior to initiating clearing or grubbing activities within 500 feet of riparian vegetation. Should nesting vireos be detected within 500 feet of the construction area, construction on or within 500 feet of the nest shall be postponed until after the young have fledged or the nest is no longer active.

One yellow warbler, a California species of special concern, was detected in the BSA near the Santa Fe Street bridge over Rose Creek. Implementation of the mitigation measure BIO-3 would reduce impacts to yellow warblers to below a level of significance.

BIO-3. If vegetation removal occurs between February 15 and August 31, pre-construction yellow warbler surveys would be conducted prior to initiating clearing or grubbing activities. The survey would consist of 3 surveys spaced one week apart, with the final survey occurring within 3 days prior to initiating clearing or grubbing activities within 500 feet of riparian vegetation. Should nesting warblers be detected within 500 feet of the construction area, construction on or within 500 feet of the nest shall be postponed until after the young have fledged or the nest is no longer active.

B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant With Mitigation Incorporated. Nine sensitive natural communities within the BSA would be directly impacted by the proposed project: southern riparian forest, southern willow scrub, mule fat scrub, freshwater marsh, non-native riparian, tamarisk scrub, streambed, Diegan coastal sage scrub, and non-native grassland. Impacts would be temporary (e.g., construction access and staging area) or permanent (e.g., construction of the bicycle path, associated retaining walls, piers, and columns). The project impacts to sensitive vegetation would be in the northern portion of the bike path on the west side of Santa Fe Street; to the east of Santa Fe Street, across the railway from the end of Jutland Drive; and from the proposed bridge to through the undercrossing below I-5. Impacts are presented in Table 2.

Table 2
SUMMARY OF PROJECT IMPACTS AND REQUIRED MITIGATION
(acres)

Vegetation Community	Impact Type[1]	Impact[2]	Mitigation Ratio[3]	Required Mitigation[3]
Southern riparian forest	T	~~0.53~~0.62	1:1	~~0.53~~0.62
Southern riparian forest	P	~~0.45~~0.40	3:1	~~1.35~~1.20
Southern willow scrub	T	~~0.19~~0.20	1:1	~~0.19~~0.20
Southern willow scrub	P	~~0.09~~0.08	3:1	~~0.27~~0.24
Freshwater marsh	T	0.14	1:1	0.14
Freshwater marsh	P	~~0.05~~0.04	3:1	~~0.15~~0.12
Non-native riparian	T	~~0.07~~0.10	1:1	~~0.07~~0.10
Non-native riparian	P	0.04	2:1	0.08
Streambed	T	0.06	--[4]	0.00
Streambed	P	0.00	--[4]	0.00
Diegan coastal sage scrub	T	~~0.4~~0.36	1:1	~~0.4~~0.36
Diegan coastal sage scrub	P	~~0.2~~0.15	1:1	~~0.2~~0.15
Non-native grassland	T	~~0.2~~0.30	--[5]	0.00
Non-native grassland	P	~~0.2~~0.15	0.5:1	~~0.1~~0.08
	TOTAL	**~~2.62~~2.64**	--	**~~3.48~~3.29**

[1] T=Temporary impacts; P=Permanent impacts

[2] Upland habitats are rounded to the nearest 0.1 acre, while wetland habitats are rounded to the nearest 0.01; thus, totals reflect rounding

[3] The mitigation ratio and required mitigation are estimated and will be determined during consultation with the resource agencies

[4] No permanent impacts would occur and temporary impacts are limited to construction access within an unvegetated, concrete-lined portion of Rose Creek

[5] No mitigation for temporary impacts to non-native grassland would be required since, as an erosion control measure, all areas of non-native grassland that would be temporarily impacted by the proposed project would be revegetated with a native grassland and forb palette

Implementation of the mitigation measures below would reduce direct impacts to sensitive vegetation communities to below a level of significance. The mitigation ratios presented below are subject to approval by the Resource Agencies.

BIO-4. Temporary impacts to ~~0.53~~0.62 acre of southern riparian forest shall be mitigated at a 1:1 ratio. Mitigation for temporary impact areas would occur either through restoration of impacted areas to their pre-impact contours and conditions, through habitat mitigation~~, or as determined through consultation with the Resource Agencies~~ located in the Rose Creek Watershed through sites identified in the Rose Creek Watershed Wetland, Riparian and Water Quality Restoration Opportunities Analysis (2012), and/or another approved mitigation site, in consultation with the resource agencies.

BIO-5. Permanent impacts to ~~0.45~~0.40 acre of southern riparian forest shall be mitigated at a 3:1 ratio. Mitigation for permanent impacts would occur through on- and/or off-site restoration, enhancement, and/or establishment/re-establishment with an establishment/re-establishment ratio of 1:1, or purchase of credits at an approved mitigation bank. ~~Final mitigation requirements for impacts to southern riparian forest would be determined in consultation with the Resource Agencies.~~ Off-site mitigation would occur in the Rose Creek Watershed through sites identified in the Rose Creek Watershed Wetland, Riparian and Water Quality Restoration Opportunities Analysis (2012), and/or another approved mitigation site, in consultation with the resource agencies.

BIO-6. Temporary impacts to ~~019~~0.20 acre of southern willow scrub shall be mitigated at a 1:1 ratio. Mitigation for temporary impact areas would occur either through restoration of impacted areas to their pre-impact contours and conditions, through habitat mitigation~~, or as determined through consultation with the Resource Agencies~~ located in the Rose Creek Watershed through sites identified in the Rose Creek Watershed Wetland, Riparian and Water Quality Restoration Opportunities Analysis (2012), and/or another approved mitigation site, in consultation with the resource agencies.

BIO-7. Permanent impacts to ~~009~~0.08 acre of southern willow scrub shall be mitigated at a 3:1 ratio. Mitigation for permanent impacts would occur through on- and/or off-site restoration, enhancement, and/or establishment/re-establishment with an establishment/re-establishment ratio of 1:1, or purchase of credits at an approved mitigation bank. ~~Final mitigation requirements for impacts to southern willow would be determined in consultation with the Resource Agencies.~~ Off-site mitigation would occur in the Rose Creek Watershed through sites identified in the Rose Creek Watershed Wetland, Riparian and Water Quality Restoration Opportunities Analysis (2012), and/or another approved mitigation site, in consultation with the resource agencies.

BIO-8. Temporary impacts to 0.14 acre of freshwater marsh shall be mitigated at a 1:1 ratio. Mitigation for temporary impact areas would occur either through restoration of impacted areas to their pre-impact contours and conditions, through habitat mitigation~~, or as determined through consultation with the Resource Agencies~~ located in the Rose Creek Watershed through sites identified in the Rose Creek Watershed Wetland, Riparian and Water Quality Restoration Opportunities Analysis (2012), and/or another approved mitigation site in consultation with the resource agencies.

BIO-9. Permanent impacts to ~~0.05~~0.04 acre of freshwater marsh shall be mitigated at a 3:1 ratio. Mitigation for permanent impacts would occur through on- and/or off-site restoration, enhancement, and/or establishment/re-establishment with an establishment/re-establishment ratio of 1:1, or purchase of credits at an approved mitigation bank. ~~Final mitigation requirements for impacts to freshwater marsh would be determined in consultation with the Resource Agencies.~~Off-site mitigation would occur in the Rose Creek Watershed through sites identified in the Rose Creek Watershed Wetland, Riparian and Water Quality Restoration Opportunities Analysis (2012), and/or another approved mitigation site, in consultation with the resource agencies.

BIO-10. Temporary impacts to ~~0.07~~0.10 acre of non-native riparian shall be mitigated at a 1:1 ratio with native riparian vegetation. Mitigation for temporary impact areas would occur either through restoration of impacted areas to their pre-impact contours and conditions, through habitat mitigation~~, or as determined through consultation with the Resource Agencies~~ located in the Rose Creek Watershed through sites identified in the Rose Creek Watershed Wetland, Riparian and Water Quality Restoration Opportunities Analysis (2012), and/or another approved mitigation site in consultation with the resource agencies.

BIO-11. Permanent impacts to 0.04 acre of non-native riparian shall be mitigated at a 2:1 ratio with native riparian vegetation. Mitigation for permanent impacts would occur through on- and/or off-site restoration, enhancement, and/or establishment/re-establishment with an establishment/re-establishment ratio of 1:1, or purchase of credits at an approved mitigation bank. ~~Final mitigation requirements for impacts to non-native riparian would be determined in consultation with the Resource Agencies.~~Off-site mitigation would occur in the Rose Creek Watershed through sites identified in the Rose Creek Watershed Wetland, Riparian and Water Quality Restoration Opportunities Analysis (2012), and/or another approved mitigation site, in consultation with the resource agencies.

BIO-12. Temporary impacts to ~~0.4~~0.36 acre of Diegan coastal sage scrub shall be mitigated at a 1:1 ratio. Mitigation for temporary impact areas would occur either through restoration of impacted areas to their pre-impact contours and conditions, through habitat mitigation~~, or as determined through consultation with the Resource Agencies~~ located in the Rose Creek Watershed through sites identified in the Rose Creek Watershed Wetland, Riparian and Water Quality Restoration Opportunities Analysis (2012), and/or another approved mitigation site in consultation with the resource agencies.

BIO-13. Permanent impacts to ~~0.2~~0.15 acre of Diegan Coastal Sage Scrub shall be mitigated at a 1:1 ratio. Mitigation for permanent impacts would occur through on- and/or off-site restoration, enhancement, and/or establishment/re-establishment with an establishment/re-establishment ratio of 1:1, or purchase of credits at an approved mitigation bank. ~~Final mitigation requirements for impacts to Diegan Coastal Sage Scrub would be determined in consultation with the Resource Agencies.~~Off-site mitigation would occur in the Rose Creek Watershed through sites identified in the Rose Creek Watershed Wetland, Riparian and Water Quality Restoration Opportunities Analysis (2012), and/or another approved mitigation site, in consultation with the resource agencies.

BIO-14. Permanent impacts to ~~0.2~~0.15 acre of non-native grassland shall be mitigated at a 0.5:1 ratio. Mitigation for permanent impacts would occur through on- and/or off-site restoration, enhancement, and/or establishment/re-establishment with an establishment/re-establishment ratio of 1:1, or purchase of credits at an approved mitigation bank. ~~Final mitigation requirements for impacts to non-native grassland would be determined in consultation with the Resource Agencies.~~Off-site mitigation would occur in the Rose Creek Watershed through sites identified in the Rose Creek Watershed Wetland, Riparian and Water Quality Restoration Opportunities Analysis (2012), and/or another approved mitigation site, in consultation with the resource agencies.

No mitigation for temporary impacts to non-native grassland would be required since, as an erosion control measure, all areas of non-native grassland that would be temporarily impacted by the proposed project would be revegetated with a native grassland and forb palette.

C. Would the project 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?

Less Than Significant With Mitigation Incorporated. A jurisdictional delineation was conducted within the BSA to identify wetland areas under the USACE jurisdiction, pursuant to Section 404 of the Clean Water Act (33 United States Code [U.S.C.] 1344), and habitats under the CDFW jurisdiction, pursuant to Section 1600 of the California Fish and Game Code. Impacts to USACE jurisdictional areas total ~~0.94~~1.35 acre, and include ~~0.47~~0.49 acre of southern riparian forest, ~~0.12~~0.05 acre of southern willow scrub, ~~0.19~~0.30 acre of freshwater marsh, ~~0.02 acre of non-native riparian~~, and 0.14 acre of streambed. Impacts to CDFW jurisdictional areas within the BSA total ~~1.72~~1.20 acres, and include ~~1.00~~0.50 acre of southern riparian forest, 0.~~18~~ 0.12 acre of southern willow scrub, ~~0.19~~0.30 acre of freshwater marsh, ~~0.11~~0.02 acre of non-native riparian, and 0.~~14~~0.26 acre of streambed. Project impacts to these jurisdictional wetland areas are summarized in Table 3.

Impacts would require compensatory mitigation, which will be determined during consultation with the regulatory agencies, as well as a federal Clean Water Act Section 404 Permit from the USACE, a Section 401 Water Quality Certification from the State Water Resources Control Board (SWRCB), and a 1602 Streambed Alteration Agreement from the CDFW. Implementation of mitigation measures BIO-4 through -11, identified earlier, and mitigation measures BIO-15 through BIO-18, identified below, would reduce impacts to jurisdictional wetland areas to below a level of significance.

Table 3
USACE AND CDFW JURISDICTIONAL AREA
IMPACTS AND MITIGATION SUMMARY (acres)[1]

Habitat	Impact Type[2]	Impact	Mitigation Ratio[3]	Mitigation Required[3]
USACE Jurisdictional Areas				
Wetlands				
Southern riparian forest	T	~~0.22~~0.38	1:1	~~0.22~~0.38
Southern riparian forest	P	~~0.10~~0.11	3:1	~~0.30~~0.33
Southern willow scrub	T	0.03	1:1	0.03
Southern willow scrub	P	0.02	3:1	0.06
Freshwater marsh	T	~~0.14~~0.22	1:1	~~0.14~~0.22
Freshwater marsh	P	~~0.05~~0.08	3:1	~~0.15~~0.24
Non-wetland Waters of the U.S.				
Vegetated Creek[4]	T	~~0.18~~0.31	1:1	~~0.18~~0.31
Vegetated Creek[4]	P	0.06	3:1	0.18
Unvegetated Creek	T	0.12	--[5]	--
Unvegetated Creek	P	0.02	1:1	0.02
USACE TOTAL		**~~0.94~~1.35**	--	**~~1.28~~1.77**

Table 3 (cont.)
USACE AND CDFW JURISDICTIONAL AREA IMPACTS AND MITIGATION SUMMARY (acres)[1]

Habitat	Impact Type[2]	Impact	Mitigation Ratio[3]	Mitigation Required[3]
CDFW Jurisdictional Areas				
Wetlands				
Southern riparian forest	T	~~0.53~~0.41	1:1	~~0.53~~0.41
Southern riparian forest	P	~~0.45~~0.09	3:1	~~1.35~~0.27
Southern willow scrub	T	~~0.19~~0.09	1:1	~~0.19~~0.09
Southern willow scrub	P	~~0.09~~0.03	3:1	~~0.27~~0.09
Freshwater marsh	T	~~0.14~~0.22	1:1	~~0.14~~0.22
Freshwater marsh	P	~~0.05~~0.08	3:1	~~0.15~~0.24
Non-native riparian	T	~~0.07~~0.02	1:1	~~0.07~~0.02
Non-native riparian	P	~~0.04~~--	2:1	~~0.08~~--
Streambed	T	0.24	--[5]	--
Streambed	P	~~0.12~~0.02	1:1	~~0.12~~0.02
CDFW TOTAL		**~~1.92~~1.20**	**--**	**~~2.90~~1.36**

1 Rounded to the nearest 0.01; thus, totals reflect rounding

2 T=Temporary impacts; P=Permanent impacts

3 The mitigation ratio and required mitigation are estimated and will be determined during consultation with the Resource Agencies.

4 Supports wetland vegetation but does not meet the USACE's three-parameter wetland definition. Considered non-wetland waters by the USACE.

5 Impacts are limited to construction access with an unvegetated, concrete-lined portion of Rose Creek and would not alter the contours of the creek of otherwise necessitate compensatory mitigation.

Source: HELIX 2015b

BIO-15. Temporary impacts to ~~0.18~~0.31 acre of vegetated creek shall be mitigated at a 1:1 ratio. Mitigation for temporary impact areas would occur either through restoration of impacted areas to their pre-impact contours and conditions, through habitat mitigation~~, or as determined through consultation with the Resource Agencies~~ located in the Rose Creek Watershed through sites identified in the Rose Creek Watershed Wetland, Riparian and Water Quality Restoration Opportunities Analysis (2012), and/or another approved mitigation site in consultation with the resource agencies.

BIO-16. Permanent impacts to 0.06 acre of vegetated creek shall be mitigated at a 3:1 ratio. Mitigation for permanent impacts would occur through on- and/or off-site restoration, enhancement, and/or establishment/re-establishment with an establishment/re-establishment ratio of 1:1, or purchase of credits at an approved mitigation bank. ~~Final mitigation requirements for impacts to southern willow scrub would be determined in consultation with the Resource Agencies.~~ Off-site mitigation would occur in the Rose Creek Watershed through sites identified in the Rose Creek Watershed Wetland, Riparian and Water Quality Restoration Opportunities Analysis (2012), and/or another approved mitigation site, in consultation with the resource agencies.

BIO-17. Permanent impacts to 0.02 acre of unvegetated creek shall be mitigated at a 1:1 ratio. Mitigation for permanent impacts would occur through on- and/or off-site restoration, enhancement, and/or establishment/re-establishment with an establishment/re-establishment ratio of 1:1, or purchase of credits at an approved mitigation bank. ~~Final mitigation requirements for impacts to southern willow scrub~~

~~would be determined in consultation with the Resource Agencies.~~Off-site mitigation would occur in the Rose Creek Watershed through sites identified in the Rose Creek Watershed Wetland, Riparian and Water Quality Restoration Opportunities Analysis (2012), and/or another approved mitigation site, in consultation with the resource agencies.

BIO-18. Permanent impacts to ~~0.12~~0.02 acre of streambed shall be mitigated at a 1:1 ratio. Mitigation for permanent impacts would occur through on- and/or off-site restoration, enhancement, and/or establishment/re-establishment with an establishment/re-establishment ratio of 1:1, or purchase of credits at an approved mitigation bank. ~~Final mitigation requirements for impacts to southern willow scrub would be determined in consultation with the Resource Agencies.~~Off-site mitigation would occur in the Rose Creek Watershed through sites identified in the Rose Creek Watershed Wetland, Riparian and Water Quality Restoration Opportunities Analysis (2012), and/or another approved mitigation site, in consultation with the resource agencies.

D. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant With Mitigation Incorporated. The project site is located within a highly urbanized area adjacent to Rose Creek in the City of San Diego. Urban development in this area contributes to elevated noise levels, human encroachment, and dumping of trash into the creek. Although frogs, lizards, birds, and small to medium-sized mammals may utilize the creek within the BSA, due to its constrained nature and level of surrounding development, it does not function as a viable wildlife corridor, and does not provide a continuous connection for terrestrial or aquatic species. However, there is potential for nesting birds to occur within the project area that are protected under the Migratory Bird Treaty Act (MBTA). Project construction would result in potential direct and indirect impacts to birds protected under the MBTA. Indirect effects could occur due to noise generated from project construction equipment, which could disturb the migratory birds. Direct effects could occur as the project requires the removal of vegetation. Therefore, the proposed project would result in potentially significant impacts to migratory birds. With the incorporation of mitigation measure BIO-19, which requires pre-construction nesting surveys and biological buffers, as necessary, potentially significant impacts to migratory nesting birds would be reduced to less than significant.

BIO-19 If vegetation removal occurs between February 15 and September 15, a pre-construction survey must be completed prior to vegetation removal to determine the presence and/or absence of nesting birds within the project site. The results must be submitted to SANDAG for review and approval prior to initiating any vegetation removal. If any active nests are detected, the area will be flagged and mapped on construction plans along with a 300-foot buffer, or as recommended by the qualified biologist. The buffer area(s) established by the qualified biologist will be avoided until the nesting cycle is complete or it is determined that the nest has failed.

E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The project would not conflict with any local policies/ordinances protecting biological resources. The City of San Diego has adopted Habitat Conservation Plans as part of the MSCP; the project would not conflict with the conservation goals of these plans. Thus, no impacts would occur.

F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less Than Significant Impact. The proposed bike path alignment is located within the planning boundary of the City of San Diego's MSCP Subarea Plan. The city's MSCP covers 85 plant and animal species, 15 of which are listed as Narrow Endemic species, which have restricted geographic distributions, soil affinities, and/or habitats. Under the MSCP, impacts to Narrow Endemic species are to be avoided to the maximum extent practicable. None of the 15 Narrow Endemic species were detected in the BSA during project surveys and impacts to Narrow Endemic species are not anticipated.

The MSCP provides the framework for local jurisdictions to obtain incidental take authority for projects processed in accordance with the requirements of the adopted MSCP Subarea Plan. This authorization allows for implementation of public projects planned by the City of San Diego or potentially proposed in the future. Although potentially suitable habitat is present in the BSA for several covered species/take authorized species, least Bell's vireo was the only covered species detected within the BSA during biological surveys, and was presumed to be transient and not breeding in the area. Impacts to this species are not expected. Furthermore, project implementation would not be expected to impact the local or regional survival of any MSCP covered species because of the limited impacts to native habitat, all of which would occur outside of the City of San Diego's Multi-Habitat Planning Area (MHPA), and implementation of mitigation measures consistent with the City of San Diego's MSCP and Biology Guidelines, as well as negative survey results within the BSA for all but one covered species.

The project alignment is outside the MHPA; however, the northern and southern ends of the BSA are adjacent to the MHPA. As such, MSCP land use adjacency guidelines for water quality, noise, invasive species, and lighting are applicable due to the presence of sensitive vegetation and animal communities within the BSA.

Decreased water quality could occur during construction (as discussed in Section 7.9.A). Conformance with regulatory requirements, such as the NPDES General Permit For Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit; Order No. 2009-0009-DWQ as amended by 2010-0014-DWQ) and implementation of a Storm Water Pollution Prevention Plan (SWPPP), would ensure that water quality violations would not occur during construction. Long-term water quality impacts associated with these pollutants in storm water discharge would be addressed through compliance with the NPDES Regional Municipal Storm Water Permit.

Noise generated during construction could affect nesting birds if construction occurs during the avian breeding season. Implementation of mitigation measures BIO-1 through 3 and BIO-19 would avoid indirect impacts to nesting birds due to construction noise. No adverse operation noise effect would occur because the proposed bike path would accommodate non-motorized transportation modes that do not generate nuisance noise levels.

Non-native plant species could colonize previously undisturbed areas as a result of vegetation removal from project activities. Numerous non-native plant species already occur in the BSA and no further invasion resulting from the project is anticipated with the implementation of mitigation measures BIO-4 through 18. Bike path lighting, which may be included if required by the city, may interfere with wildlife movement or provide predators an unnatural advantage over their prey. If lighting is to be included in the project, lighting options include integrating permanent low-voltage safety lighting into the protective railing between the bicycle facility and the creek or within bollards, and being of the lowest illumination allowed for human safety, selectively placed, shielded, and directed away from the creek.

In addition, the bike path would connect with existing bike paths to the north and south; these existing bike paths are within the MHPA. The proposed bike path is of similar character to these bike paths, which have not conflicted with the MHPA. While SANDAG is not a signatory party to the MSCP, for the reasons summarized above, the project would conform to MHPA adjacency guidelines and project implementation would result in less than significant impacts to the MHPA and MSCP.

7.5 Cultural Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposed project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	□	□	□	■
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	□	■~~□~~	□~~■~~	□
c. Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code 21074?	□	■~~□~~	□~~■~~	□
d. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	□	□	■	□
e. Disturb any human remains, including those interred outside of formal cemeteries?	□	□	■	□

The following discussion is based on an Historic Property Survey Report (HPSR) and Archaeological Survey Report (ASR) completed for the project by Cogstone Resource Management, Inc. (Cogstone, June 2015a), and a draft Supplemental HPSR completed for the Damon Avenue staging area (Cogstone, December 2015b). These reports are included as Appendices D.1 and D.2, respectively, of this IS.

A. Would the project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?

No Impact. Pursuant to CEQA Guidelines §15064.5(a)[1], a resource listed in, or determined to be eligible for, the California Register of Historical Resources (CRHR) is considered a historical resource. Resources listed in the National Register of Historic Places (NRHP) are automatically listed in the California Register of Historical Resources (Public Resources Code [PRC] §5024.1(d)[1]). A resource listed in a local register of historical resources also is considered a historical resource unless the preponderance of evidence demonstrates the resource is not historically or culturally significant (§15064.5(a)[2]). The fact that a resource is not listed or determined to be eligible for the California Register of Historical Resources or a local register does not preclude a CEQA lead agency from determining the resource may be a historical resource as defined in the Public Resources Code (§15064.5(a)[4]).

To determine the potential presence of historical resources in the project area, a records and literature search for archaeological and historical records was conducted by the South Coastal Information Center (SCIC) at San Diego State University on April 14, 2013. The search area was defined as a one-mile radius around the ground disturbance portion of the proposed project.

Two previously-identified historical resources have been recorded within the search area. Kate O. Sessions Nursery Site is located 660 feet west of the project area, and is a California Historical Landmark (#764). Wesley Palms Retirement Community is located approximately one-half mile west from the project area. The retirement community is considered not eligible to the National Register, but has not been evaluated for the California Register or local significance under the theme of "retirement community." Due to the distance from the project area, no impact would occur to these previously-identified historical resources.

Five newly-identified historical resources were recorded within the search area. All five of the historical resources are commercial properties located on Santa Fe Street adjacent to the proposed bike path where it runs along the eastern side of Rose Creek. The buildings, built between 1954 and 1964, currently support a dog training center, an auto repair shop, a public utility building, and a two-story office building. None of these buildings are eligible for the California or National Historic Registers. Because these resources are not eligible for the NRHP or the CRHR, no impacts would occur to these historical resources.

Three bridges that cross over Rose Creek within the project area are listed on Caltrans' Historic Bridge Inventory as Category 5 bridges: the I-5 bridge, Mission Bay Drive bridge, and Santa Fe Street bridge. The bridges have been determined to be not eligible for NRHP listing. The project alignment would pass underneath the I-5 and Mission Bay Drive bridges and beside the Santa Fe Street bridge. Therefore, no impacts would occur to these historical resources.

B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

Less Than Significant With Mitigation Incorporated~~Less Than Significant Impact~~. The records search referenced above identified 29 previously recorded archaeological resources within a one-mile radius. Two of the sites, CA-SDI-12558 and CA-SDI-5017, are mapped within the area of potential effect (APE).

CA-SDI-12558 is described as prehistoric shell and scatter. However, this site was tested as part of a previous survey and determined to be not significant. Multiple subsequent archaeologists have been unable to locate this resource. This site was not visible during the survey and has likely been destroyed. CA-SDI-5017 is a large Native American village, known as La Rinconada de Jamo, which was occupied for approximately 3,000 years. The site has a status codes 3S, which indicates eligibility for the National Register, and a 3CS code, which indicates eligibility for the California Register; however, intact midden is only known west of the APE. It was noted during the survey that this area has been considerably disturbed by development, including the concrete channel, nearby land development including construction of I-5, and the existing bike trail south of the I-5 overcrossing. No surface material or midden associated with CA-SDI-5017 was identified within the project APE during the present survey. ~~Thus, the proposed bike path would have less than significant impacts.~~

A Geoarchaeological Assessment of proposed improvements to the nearby Mission Bay Golf Course (LSA 2013) concluded that cultural deposits might exist above the Antioch sediments (part of the Huerhuero-Urban Complex) in the northeast portion of the golf course. These deposits were anticipated to vary between 3 feet and 5 inches below the surface. The Antioch sediments extend well beyond the golf course boundaries to the north and the east. A soils

map for San Diego County shows the Antioch sediments bordering the east side of Rose Creek beneath the proposed bike path. Thus, excavation associated with the proposed project could encounter subsurface cultural deposits. With the incorporation of Mitigation Measures CUL-1 and CUL-2, included in Section 7.5.C below, potential archaeological impacts would be reduced to less than significant.

C. Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code 21074?

Less Than Significant With Mitigation Incorporated~~Less Than Significant Impact~~. SANDAG concluded an Assemble Bill (AB) 52 consultation with the Viejas Band of Kumeyaay Indians on October 20, 2015. During the consultation period, no new tribal cultural resources were presented to SANDAG. As discussed in Section 7.5.B, impacts to cultural resources would be less than significant with mitigation incorporated. As discussed in Section 7.5.B, impacts to cultural resources would be less than significant with mitigation incorporated. ~~However, through consultation with the Viejas Band of Kumeyaay Indians,~~ SANDAG agreed to implement the following mitigation measures.

CUL-1 A qualified archaeologist and Native American representative shall be retained, ~~on call in the event buried cultural resources are encountered during excavations~~ and shall be present during any excavation of native soils within the project area located southwest of I-5 to the existing Rose Creek Bikeway. If buried cultural resources are encountered during construction, work shall stop within a 50-foot radius of the area where the resources were discovered and the archaeologist and Native American representative shall be notified. The archaeologist and Native American representative shall evaluate the significance of the discovery and identify mitigation if the resource is determined to be significant. Trenching, excavation, grading, and/or other activities with the potential to adversely affect the discovery shall not resume in the 50-foot radius of the area of discovery until all mitigation has been satisfied. If the discovery is not significant, the archaeologist will confirm this conclusion in writing to SANDAG. The contractor will not resume activities in the 50-foot radius until notified in writing by SANDAG Environmental.

CUL-2 If human remains are discovered, including those interred outside of formal cemeteries, all work in the area of discovery shall cease, and the procedures required by state law shall be followed (PRC §5097.98, Health and Safety Code [HSC] §7050.5). Further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the county coroner shall be contacted (HSC §7050.5). If such a discovery occurs, a temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment would occur as prescribed by law. If the coroner recognizes the remains to be Native American, the coroner shall notify the Native American Heritage Commission who will then notify the Most Likely Descendent (PRC §5097.98). If Native American remains are discovered, the remains shall be kept in situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on site in the presence of a Native American monitor. Further provisions of PRC 5097.98 shall be followed as applicable.

D. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. The project area is underlain by the Bay Point Formation from the southern terminus up to the proposed new bridge over Rose Creek; the rest of the project area is underlain by young alluvial floodplain deposits. Young alluvial deposits are assigned a low paleontological resource sensitivity while the Bay Point formation is assigned a high paleontological resource sensitivity. According to the City of San Diego General Plan Final Program Environmental Impact Report (EIR), a significant impact may occur if the depth of ground disturbance is ten feet or

more in formations with a high sensitivity rating. The proposed project would not involve ground disturbance at or below a depth of ten feet with the Bay Point Formation – the anticipated maximum excavation depth is estimated to be three feet. Therefore, the proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature and impacts would be less than significant.

E. Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant. The Native American Heritage Commission conducted a Sacred Lands File search for the project area, and no known sacred lands were found within a one half-mile radius; however, prehistoric burials could have occurred. Eighteen Native American tribes or individuals were contacted regarding cultural resource heritage sites within the project area. A member of the Ipay Nation of Santa Ysabel responded and stated a concern for the human remains and cremations that are present at the La Rinconada de Jamo village site. However, as discussed in 7.4.B, no surface material or midden associated with CA-SDI-5017 was identified within the project APE; intact midden is only known west of the APE. Additionally, there are no site records for the recovery of human remains at the village site. In the unlikely event that human remains are discovered, compliance with HSC §7050.5 and PRC §5097.98 ~~would occur as described in 7.4.C.2~~ would be required in accordance with Mitigation Measure CUL-2. Therefore, impacts are less than significant.

7.6 Geology and Soils

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposed project:				
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.	□	□	■	□
ii. Strong seismic ground shaking?	□	□	■	□
iii. Seismic-related ground failure, including liquefaction?	□	□	■	□
iv. Landslides?	□	□	■	□
b. Result in substantial soil erosion or the loss of topsoil?	□	□	■	□
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,	□	□	■	□

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
or collapse?				
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?	□	□	■	□
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?	□	□	□	■

Parts of this section were based upon the geotechnical analysis for the Mid-Coast Corridor Transit Project (SANDAG 2013a), which has a project area that runs to the east of the proposed project. Due to the close proximity of that project, many of the geotechnical findings of that report are applicable to the proposed project.

A. Would the project 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.)

Less Than Significant Impact. One active fault zone traverses the project area, the Rose Canyon Fault Zone, as mapped in Special Publication 42 (California Department of Conservation 2007). The fault zone is composed of many subparallel fault strands. Pieces of the fault lie adjacent to the project site from where Rose Creek turns eastward to cross under the railway, to where the project crosses underneath I-5. According to the Mid-Coast Corridor Transit Project Geotechnical Report, there is substantial hazard in this area for fault rupture. The project proposes structures such as retaining walls, platforms for the bike path underneath I-5 and Mission Bay Drive bridge, and a bike path bridge alongside Santa Fe Street. The project would comply with current seismic design standards in accordance with the California Building Code and Caltrans design specifications, where applicable, to avoid adverse effects related to fault rupture. Therefore, structures are expected to remain standing during a strong earthquake. In addition, the project would not result in the congregation of large numbers of people at any one time. The combination of project measures and seismic design criteria would reduce the seismic safety risk. Thus, bicyclists and pedestrians using the bike path would not be significantly impacted by a potential seismic event as a result of project features.

(ii) Strong seismic ground shaking?

Less Than Significant Impact. As discussed in 7.6.A.i, the project site is located in a seismically active region, and is likely to be subjected to moderate to strong seismic ground shaking, especially due its immediate proximity to the Rose Canyon Fault Zone. Seismic shaking at the site could also be generated by events on other known active and potentially active faults in the region, including the Elsinore and San Jacinto fault zones. An earthquake along any of these known active fault zones could result in severe ground shaking, and consequently cause injury and/or property damage in the project vicinity. However, the proposed project would be designed to comply with current seismic design standards in accordance with the California Building Code and Caltrans design specifications, where

applicable, to avoid adverse effects related to strong seismic ground shaking. In addition, other than the proposed free-standing bridge, the bike path is less susceptible to the hazards of strong seismic ground shaking than would other structures such as a building. For this reason, potential impacts associated with strong seismic ground shaking would be less than significant.

(iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. The potential liquefaction impacts to engineered structures include loss of bearing capacity, ground oscillations, increased lateral earth pressure on retaining walls, post-liquefaction settlement, and "flow failures" in slopes that could damage or destroy structures and harm people. According to the Mid-Coast Corridor Transit Project Geotechnical Report, the area that the project site is in may be underlain by liquefaction-prone alluvium. However, as stated above, the project would be designed in accordance with current seismic design standards in accordance with the California Building Code to avoid adverse effects related to seismic-related ground failure such as liquefaction. Therefore, impacts would be less than significant.

(iv) Landslides?

Less than Significant Impact. The San Diego Seismic Safety Element does not identify a known landslide within the project alignment (City of San Diego 2008). In addition, the project site occurs adjacent to developed roadways and industrial and commercial areas that have been graded and are level or of a gentle slope. According to the Mid-Coast Corridor Transit Project EIR (SANDAG 2013b), soils within this corridor are considered stable. Thus, impacts from exposure to people and structures from landslides would be less than significant.

B. Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Erosion potential within the project site is considered low for the on-street portion of the bike path due to its location within the paved portion of Santa Fe Street and the storm drain system associated with the street. However, there is a potential for soil erosion associated with off-street portions of the bike path both during and after construction. During construction, substantial soil erosion would be avoided through conformance with a NPDES Construction General Permit. This permit would include the preparation and implementation of a SWPPP, which would incorporate BMPs to prevent soil erosion and the loss of topsoil. During operation, substantial soil erosion would be avoided through project design features such as retaining walls and drainage systems designed by a licensed civil engineer incorporated into the bike path. Therefore, impacts to erosion would be less than significant.

C. Would the project 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?

Less Than Significant Impact. As discussed in 7.6.A.iii and 7.6.A.iv, the project site is not located within an area prone to landslides, but is located within an area that could be potentially susceptible to liquefaction. However, given that the proposed project does not include the construction of habitable structures, and that the construction of the proposed bike path would incorporate standard engineering procedures, impacts associated with liquefaction would be less than significant. Therefore, potential impacts related to unstable geologic units or soils would 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?

Less Than Significant Impact. Expansive soils are soils subject to volumetric fluctuations in response to changes in moisture content (wetting and drying). Expansive soils have a substantial amount of clay particles, which can both release water (shrink) or absorb and hold water (swell). The resultant changes in soil volumes can deflect unrestrained ground and can exert stress on foundations. The project is underlain by young alluvial floodplain deposits, which is typical of streambeds in the area (Cogstone 2015a). These alluvial soils typically have a high sand content, and therefore, a low clay content. As a result, the soils underneath the project area have a low expansion potential. In addition, the project would incorporate standard engineering techniques in accordance with the California Building Code to avoid adverse effects of expansive soils. Therefore, impacts related to expansive soils would be 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?

No Impact. No wastewater disposal would be required by the project. No associated impacts would occur.

7.7 Greenhouse Gas Emissions

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposed project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	□	□	■	□
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	□	□	□	■

The following discussion is based on an Air Quality and Greenhouse Gas Emissions Impact Assessment completed for the project by HELIX (HELIX 2015a). The assessment is included as Appendix B of this IS.

A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. Greenhouse Gas (GHG) emissions associated with the project include those from construction and operations, as discussed below.

Construction

The County of San Diego uses 900 metric tons of carbon dioxide equivalent (CO_2e) as its interim threshold. If a project would exceed the annual 900 metric ton screening threshold, then a potentially significant GHG emissions impact would occur and preparation of a detailed quantitative GHG analysis would be required.

Construction emissions would be associated with off-street diesel equipment exhaust, and from worker and truck trips to and from the project site. The primary emissions occur as CO_2 from gasoline and diesel combustion, with more limited vehicle tailpipe emissions of nitrous oxide (N_2O) and methane (CH_4). Guidance from the County recommends amortizing construction emissions to account for the annual contribution of GHG emissions over a project's lifetime. SANDAG has projected this project's lifetime to be 50 years. As shown in Table 4, amortized construction emissions would be substantially below the 900 metric tons screening threshold. Thus, the construction of the proposed project would not generate GHG emissions that would have a significant direct or indirect impact on the environment.

Table 4
CONSTRUCTION GHG EMISSIONS (MT/yr)

Construction Activity	CO_2e
Grubbing/Land Clearing	18.68
Grading/Excavation	272.35
Drainage/Utilities/Sub-Grade	120.63
Paving	41.23
TOTAL	**452.89**
Amortized Construction Emissions	9.06
County of San Diego Threshold	**900**
Significant Impact?	***No***

Note: MT = metric tons
Source: Air Quality and Greenhouse Gas Emissions Impact Assessment for the Rose Creek Bicycle Facility Project (HELIX 2015a).

Operations

The project could result in operational emissions associated with production of energy consumed by the lighting that may be installed along the bike path and the operation of maintenance vehicles; these emissions, however, would be very minor as the lighting for this project should it be installed would be minimal and maintenance activities would be infrequent. Additionally, the project would encourage the use of bicycles and walking as alternatives to driving, and is therefore anticipated to result in a net decrease in GHG emissions over the project's lifetime. As described in SANDAG's Regional Plan, bicycle improvements are part of an adopted regional strategy to achieve reductions in per-capita greenhouse gas emissions from on-street transportation sources by decreasing the number of vehicle trips and vehicle miles traveled. GHG reduction strategies, such as the proposed project, would achieve concomitant reductions in air pollutant emissions from on-street transportation sources. Therefore, implementation of the proposed project would represent a positive impact on long-term air quality, and impacts would be less than significant.

B. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No Impact. As discussed previously in Section 7.7.A, the proposed project would not constitute a significant source of GHG emissions, and would aid in the reduction of regional GHG emissions through encouraging the use of alternative transportation. As such, the project would be consistent with SANDAG's *Climate Action Strategy*, *Regional Energy Strategy*, and *Sustainable Region Program Action Plan*, all of which obtain goals associated with the reduction of transportation-related GHG emissions through reducing regional vehicle miles traveled and automobile reliance, as well as promoting walking and bicycling as viable transportation alternatives. Implementation of the project would therefore not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and there is no impact.

7.8 Hazards and Hazardous Materials

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposed project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	□	□	■	□
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?	□	■	□	□
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	□	□	□	■
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?	□	■	□	□
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 result in a safety hazard for people residing or working in the project area?	□	□	□	■
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?	□	□	□	■
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	□	□	□	■

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	□	□	■	□

The following discussion is based on a Phase I Environmental Site Assessment (ESA) and Addendum completed for the project by Advanced GeoEnvironmental, Inc. ([AGE] 2014 and 2015) and an Aerially Deposited Lead Survey (ADLS) completed by Kleinfelder (Kleinfelder 2015). The ESA is included as Appendix E, and the ADLS is included as Appendix F of this IS.

A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. During the project construction period, hazardous substances used to maintain and operate construction equipment, such as fuel and lubricants, would be present. The transport, use, and disposal of such hazardous materials would be conducted in accordance with applicable state and federal laws. Additionally, implementation of a SWPPP and standard construction BMPs would prevent the use of these materials from causing a significant hazard to the public or environment. After construction, maintenance vehicles and equipment would incorporate the use of general products that may contain hazardous materials. Maintenance activities would be minimal and would comply with applicable regulatory standards. Thus, the proposed project would not result in a significant public health risk related to the routine transport, use, or disposal of hazardous materials.

B. Would the project 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?

Less Than Significant With Mitigation Incorporated. Ground disturbance from construction would disturb soils adjacent to the roadways that contain aerially deposited lead (ADL), which was deposited from the historical use of leaded gasoline. State and federal guidelines specify soil ADL concentrations that would be considered hazardous waste and, for soil that meets the criteria, disposal requirements. Soil samples collected within the project footprint did not contain lead concentrations that exceeded applicable federal standards. However, some of the soil sampled exceeded the California soluble lead concentration threshold. The ADL study determined that soils to a depth of 30 inches at locations RCB-004 to RCB-024 (see Appendix F) would be considered a California hazardous waste. As the proposed project would excavate to a depth of 15 inches in these locations, impacts are determined to be potentially significant. Mitigation measure HAZ-1 would reduce impacts from these soils to less than significant.

HAZ-1. Soils excavated up to a depth of 30 inches at and between the locations of RCB-004 to RCB-024 shall be disposed of at a Class I or Class II facility, provided that site-specific disposal facility requirements are satisfied.

Long-term operation of the proposed bicycle facility would involve maintenance activities that would incorporate the use of general products that may contain hazardous materials; however, these activities would be minimal and would comply with applicable regulatory standards. Thus, during operation the project would not 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.

C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The nearest schools to the project alignment include Alcott Elementary School, located approximately 0.5 mile to the east, Mission Bay High School, located approximately 0.5 mile to the south, and Barnard Elementary School, located approximately 0.4 mile to the southwest. Therefore, the project would not emit or handle hazardous emissions or materials within 0.25 mile of an existing school, and no impacts would occur.

D. Would the project 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?

Less Than Significant With Mitigation Incorporated. The ESA determined that no evidence was present of Recognized Environmental Conditions (RECs) in connection with the project site, including Historical and Controlled RECs, and that the project is not located on a site that is included on a list of hazardous materials sites. However, as discussed in Section 7.8.C, ADL on the site poses a potential health and safety risk which would be reduced to less than significant with mitigation measure HAZ-1.

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 result in a safety hazard for people residing or working in the project area?

No Impact. The proposed project is not located within an airport use plan, or within two miles of a public airport. Thus, the project would not pose a safety hazard to people using the bike path.

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

No Impact. The proposed project is not located within the vicinity of a private airstrip. Thus, the project would not pose a safety hazard to people using the bike path.

G. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The proposed project would not impair or physically interfere with an adopted emergency response or evacuation plan. Primary access to all major roads would be maintained during construction and operation of the proposed project. Therefore, no associated impacts would occur.

H. Would the project 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?

Less Than Significant Impact. The project is located in an urbanized area, and is surrounded by developed land, with the exception of Rose Creek. However, Rose Creek does not constitute a wildland area, and fire risk is low in this vicinity. The project would not result in an exposure of people or structures to wildland fire risk.

7.9 Hydrology and Water Quality

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposed project:				
a. Violate any water quality standards or waste discharge requirements?	□	□	■	□
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)?	□	□	■	□
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?	□	□	■	□
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?	□	□	■	□
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?	□	□	■	□
f. Otherwise substantially degrade water quality?	□	□	■	□
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?	□	□	□	■
h. Place within a 100-year flood hazard area, structures which would impede or redirect flood flows?	□	□	■	□
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	□	□	■	□
j. Inundation by seiche, tsunami, or mudflow?	□	□	□	■

The following discussion is based on a Water Quality Technical Report ([WQTR] Nasland Engineering 2015; Appendix G) and a Preliminary Hydrology Analysis (Appendix H) prepared by Nasland Engineering as well as a Location Hydraulic Study (Appendix I) completed for the project by Chang Consultants.

A. Would the project violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. The proposed bike path is not expected to violate any water quality standards or waste discharge requirements. As discussed in Section 7.6.C-D, construction of the bike path could result in short-term erosion and sedimentation impacts. However, substantial soil erosion would be avoided through conformance with a NPDES Construction General Permit and the BMPs identified in the WQTR prepared for the project (see Appendix G). The WQTR requires temporary erosion control methods such as the use of fiber rolls.

Unlike other transportation facilities, long-term contaminants related to oil and gas are not associated with the bicycle facilities, with the exception of the infrequent operation of maintenance vehicles along the bike path. Therefore, potential water contaminants associated with the proposed bike path would be generally related to trash and debris from bike path users. The WQTR contains a number of actions which would reduce water quality impacts from operation of the bike path. All proposed storm drain system catch basins must be labeled with prohibitive storm water dumping language such as, "No Dumping Drains to Ocean." Where practical, signage with prohibitive storm water dumping language will also be posted near storm drain system catch basins and at intermediate points along the project limits. Storm water will be directed toward adjacent vegetated areas, or other non-erodible permeable areas. Litter receptacles may be installed and would be covered. Disturbed areas would be replanted with native plant material to minimize erosion.

Compliance with the requirements of the NPDES Construction General Permit and the WQTR would ensure that impacts of the proposed project on water quality standards and waste discharge requirements would be less than significant.

B. Would the project 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)?

Less Than Significant Impact. The proposed project would not require the use of groundwater. The project would construct additional impervious surfaces that may direct runoff to the creek where it would flow to the ocean, which has the potential to reduce groundwater recharge in the area. However, the groundwater basin underneath the project is not used for drinking water and is not identified by the San Diego County Water Authority as an area for future water supply (San Diego County Water Authority 2015). Therefore, the project's impact on groundwater recharge and supply would be less than significant.

C. Would the project 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?

D. Would the project 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?

C-D. Less Than Significant Impact. The proposed project would not alter the drainage patterns in the area. The on-street portion of the project would be located within the paved area of Santa Fe Street and utilize the storm drain system currently serving this roadway. Widening of portions of Santa Fe Street would result in a minor increase in the amount of impermeable surface area. To minimize the potential for street runoff to enter adjacent businesses,

the project would include a number of curb inlets and pipes to collect runoff from the on-street portion and divert to the storm drain system discharging into Rose Creek. Thus, the change in runoff would be nominal according the Preliminary Hydrology Analysis prepared by Nasland Engineering for the project and is attached as Appendix H (Nasland Engineering 2014).

While the off-street portion of the project would be located within and adjacent to Rose Creek, the bike path would not change the drainage pattern of Rose Creek. Construction of the off-street portion of the bike path would result in an estimated two acres of additional impermeable surface area; the Preliminary Hydrology Analysis concludes that this increase would not have a significant impact with respect to runoff or erosion because the increase would be minor in comparison with the existing runoff carried by Rose Creek. In addition, the project would comply with applicable storm water regulations and would be required to prepare a SWPPP that would further reduce the potential for substantial erosion and siltation during construction and project operation to a less than significant level.

E. Would the project 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?

Less Than Significant Impact. As discussed under 7.9.D, there would not be a substantial increase in runoff from the proposed project. According to the Preliminary Hydrology Analysis, runoff from the project site would peak long before the peak flow for the Rose Creek watershed would be reached. As discussed in 7.9.H, the increase in runoff during a 100-year flood from the project would not exceed the capacity of Rose Creek to contain such a flood. As stated in Appendix I of the MND, the 100-year water surface can exceed the rectangular concrete channel banks just downstream of Mission Bay Drive, but is contained within the adjacent earthen slopes. The water surface impacts upstream of the project are 0.1 feet or less, and generally diminish before the upstream railroad bridge.

Runoff could increase on site for businesses located on the eastern edge of Santa Fe Street where the bike path is proposed to be constructed within the street, as the businesses are downslope of the street and the bike path would extend the amount of impervious surface by widening the street. To minimize the potential for street runoff to enter these private businesses and exceed their storm water drainage capacity, the project improvements would include a number of curb inlets and pipes along this stretch to collect runoff from the on-street portion and divert to the storm drain system discharging into Rose Creek. With these improvements, there would be a less than significant impact to surface runoff exceeding the capacity of storm water drainage systems.

As discussed in 7.9.A, the potential for water quality impacts would be minimized through compliance with the requirements of the NPDES Regional Municipal Storm Water Permit and General Construction Activity Storm Water Permit. Therefore, water quality impacts from polluted runoff would be less than significant.

F. Would the project otherwise substantially degrade water quality?

Less Than Significant Impact. As discussed in Section 7.9A, the project would not substantially degrade water quality through compliance with the NPDES Regional Municipal Storm Water Permit and General Construction Activity Storm Water Permit. Thus, impacts would be less than significant.

G. Would the project 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?

No Impact. The proposed project does not involve construction of residential units or any structures that could contain housing. There would be no impact regarding placing housing within a 100-year flood hazard area.

H. Would the project place within a 100-year flood hazard area, structures which would impede or redirect flood flows?

Less Than Significant Impact. Portions of the project would be located within a 100-year flood hazard area (Federal Emergency Management Agency [FEMA] 2012). These portions include areas where the proposed project would add structures within and adjacent to Rose Creek, including the bike path underneath the I-5 and Mission Bay Drive bridges, and the bridge for the proposed bike path bridge over Santa Fe Street. A Location Hydraulic Study, prepared to Caltrans standards and approved by Caltrans Sacramento Headquarters staff, was conducted by Chang Consultants (2015) for the project to determine if the project improvements would impede or redirect flood flows. The project location hydraulic study is attached as Appendix I. According to the Chang study, the project improvements could potentially raise 100-year flood waters up to 0.7 feet above existing conditions; however, in all areas where the project would cause higher flood waters, the flows would be contained within the existing Rose Creek concrete banks or earthen slopes. Therefore, the undercrossings beneath I-5 and Mission Drive, and the new bridge over Rose Creek would not significantly impede or redirect flood flows, and impacts would be less than significant.

I. Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact. Portions of the bike path that travel underneath the I-5 and Mission Bay Drive bridges are within the 100-year floodplain zone. The bike path would be several feet underwater during a 100-year flood event. Although no permanent habitable structures would be placed within the bike path, people attempting to use the bike path during a 100-year flood event could be at risk. Signs would be displayed at entrance points to both undercrossings, stating that the undercrossings should not be used during high rainfall conditions.

The project would not expose structures to significant risk; as stated under 7.9.H, project improvements would not raise flood levels beyond Rose Creek's capacity.

Lastly, the project would not expose people or structures to flooding as a result of the failure of a levee or dam. There are no dams immediately upstream of the proposed project, and the project is not located near any levees.

Given the aforementioned, impacts to people or structures related to flooding would be less than significant.

J. Would the project expose people or structures to inundation by seiche, tsunami, or mudflow?

No Impact. The proposed project is not within the risk zone from a tsunami according to the Official Statewide Inundation Maps (California Emergency Management Agency 2009). The project is not located in an enclosed or partially enclosed body of water, such as a bay or lake, where a seiche could occur. Lastly, the project site would not subject people or structures to mudflow based upon the topography of the project area. Therefore, there would be no exposure of people or structures to a seiche, tsunami, or mudflow and no impacts would occur.

7.10 Land Use and Planning

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposed project:				
a. Physically divide an established community?	□	□	□	■
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?	□	□	□	■
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	□	□	□	■

A. Would the project physically divide an established community?

No Impact. The proposed project would include the construction of a bicycle facility that would connect the existing Rose Creek Bicycle Path located to the north of the project to the existing Class I bicycle facility located near the intersection of Mission Bay Drive and Damon Avenue. The proposed project does not include the construction of public roads, structures, or other improvements that would physically divide or separate neighborhoods within the established community. In fact, the proposed bicycle facility would help connect existing land uses in the area by facilitating bicycle movement. Thus, no associated land use impacts related to the division of an establish community would occur.

B. Would the project 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?

No impact. The proposed project area is mostly within the Clairemont Mesa neighborhood of the City of San Diego, although a small portion of the southern end of the project is in the Pacific Beach neighborhood, after it passes underneath I-5. The proposed project would not conflict with applicable land use plans, policies, or regulations, including the City of San Diego General Plan, Clairemont Mesa Community Plan, Pacific Beach Community Plan & Local Coastal Program Land Use Plan (City of San Diego 1995), and the San Diego Bicycle Master Plan (City of San Diego 2013). The proposed project would be consistent with applicable goals and guidelines contained in these land use plans. The project is not located within the Coastal Zone and is not subject to conformance with applicable certified Local Coastal Programs.

Specifically, the proposed bike path would be consistent with policies pertaining to bicycles in the Mobility Element (Section F, Bicycling) of the City of San Diego General Plan. The project would also be consistent with Policy CE-C.9 of the Conservation Element of the General Plan that calls for development of a bicycle system that connects major coastal activity centers.

The Clairemont Mesa Community Plan's objectives include developing a bicycle system that will join parks and recreational areas, schools, and community activity centers in the community and with other communities in the City of San Diego. By connecting the existing Rose Canyon Bicycle Path, located to the north of the project in the Clairemont Mesa and University City communities, to the Rose Creek Bicycle Path, the existing Class I bicycle facility located in the Pacific Beach community, the proposed project would be consistent with this objective of the Clairemont Mesa Community Plan.

The Pacific Beach Community Plan & Local Coastal Program Land Use Plan specifically proposes developing the Rose Creek area with bicycle paths. In addition, the plan has on overall goal of promoting safe and attractive bicycle routes in the community. The proposed bike path would be consistent with these policies by further developing the bike path along Rose Creek.

The proposed project would be consistent with the goals of the San Diego Bicycle Master Plan, including helping to provide a viable alternative travel choice for residents, adding to a safe and comprehensive local and regional bike path network (specifically, the Coastal Rail Trail), and providing benefits from increased bicycling to environmental quality, public health, recreation, and mobility.

As both of the communities and the City of San Diego have set forth goals, objectives, and policies to increase the use of bicycles the proposed bike path would support these goals and not conflict with the land use plans. Thus, there would be no land use policy impacts associated with the proposed project.

C. Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The proposed bike path alignment is located within the planning boundary of the City of San Diego's MSCP Subarea Plan. Although implementation of the project would contribute to the cumulative loss of coastal sage scrub and wetland communities in the City of San Diego, the cumulative losses have been addressed by the implementation of the city's MSCP. In addition, as discussed in Section 7.4.f, the project would conform with MHPA adjacency guidelines. Therefore, the proposed project would not conflict with the City of San Diego's MSCP Subarea Plan.

7.11 Mineral Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposed project:				
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?	□	□	□	■
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?	□	□	□	■

A. Would the project 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?

B. Would the project 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?

A-B. No Impact. The project site is located partially within areas identified as Mineral Resource Classification Zone Category 1 (MRZ-1), and partially within areas identified as MRZ-3 (City of San Diego 2008). Areas are designated as MRZ-1 when adequate geologic information indicates that no significant mineral deposits are present, or when it is judged that little likelihood exists for their presence (California Department of Conservation 2000). The MRZ-3 classification indicates that the significance of mineral deposits cannot be evaluated from available data. The project site has not been used for mineral resource recovery, and is not delineated as a mineral resource recovery site on any land use plans. In addition, the area within or adjacent to the project site that is designated as MRZ-3 is either currently paved, developed with commercial uses, or is part of the undeveloped Rose Creek. As such, the likelihood of a mining operation occurring in the vicinity is extremely low. As the project site does not contain any known significant mineral resources, and is not currently used (or planned for use) as a mineral resource recovery site, no impacts to mineral resources would occur as a result of project implementation.

7.12 Noise

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposed project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	□	□	■	□
b. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	□	□	■	□
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	□	□	■	□
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	□	□	■	□
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 project area to excessive noise levels?	□	□	□	■
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?	□	□	□	■

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

Less Than Significant Impact. Noise sensitive land uses are associated with indoor and/or outdoor activities that may be subject to stress and/or substantial interference from noise, and often include residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, educational facilities, libraries, parks, and nature/wildlife preserves. Industrial, commercial, and agricultural land uses are generally considered not sensitive to noise. The majority of the land uses surrounding the proposed project site are comprised of industrial and commercial facilities (particularly for the northern portion of the site).

The nearest residential use area is located more than 190 feet away from the proposed project site. An evaluation of potential noise impacts is provided below.

Construction Noise

The City of San Diego limits construction noise between the hours of 7:00 AM and 7:00 PM, as specified in Section 21.04 of the San Diego Municipal Code. The proposed project would comply with this restriction. Construction noise during that 12-hour period is limited to a maximum average of 75 A-weighted decibels (dBA) equivalent sound level (L_{EQ}) at residential uses. The loudest equipment that may be used during construction of the portions of the proposed project located closest to residential receptors would be a small excavator or backhoe and a loader, which would be utilized to dig the bench for the off-street portion of the bicycle facility (near the southern extent of the project area). The Federal Highway Administration Roadway Construction Noise Model (RCNM) Version 1.0 (February 2, 2006) lists the noise level of a backhoe as 73.6 dBA at 50 feet. The nearest residential receiver is located more than 190 feet away from the proposed project site. The noise level of a small excavator would be reduced to approximately 62 dBA at a distance of 190 feet. As construction noise is anticipated to be less than 75 dBA L_{EQ} at the nearest residence, no significant noise impacts would occur from construction of the proposed project.

Project Operations

The proposed facility would be used by bicyclists and pedestrians. Noise would be primarily related to conversations by persons using the path and would be short-term in nature as users are moving through the area. The high levels of the existing ambient freeway noise would likely mask these conversations to adjacent noise receptors. As a result, operational noise from use of the bike path would not have an adverse impact on nearby residential areas.

B. Would the project result in exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?

Less Than Significant Impact. The development of the project would not generate excessive ground-borne vibration or ground-borne noise levels due to the project. Ground borne vibration from construction would occur, but it would be temporary and transitory in nature. Additionally, due to the transitory nature of bike path users, ground-borne vibration or noise would not occur with project implementation. Therefore, less than significant ground vibration impacts would occur.

C. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. Bicyclists and pedestrians using the proposed bike path would not lead to a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. As discussed in Section 7.12.A, bike path user's conversations would be masked by freeway noise and users would be in the area for a short timeframe.

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

Less Than Significant Impact. As discussed previously, construction would temporarily elevate ambient noise levels in the project vicinity, but the construction noise would conform to the city's noise regulations for construction. Additionally, as discussed in Section 7.12.A, the project would not elevate ambient noise levels in the project vicinity during after the completion of project construction.

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 project area to excessive noise levels?

No Impact. The project site is more than four miles west of Montgomery Field Airport and almost five miles north of San Diego International Airport. The project site lies outside the Airport Influence Areas, as identified in the Airport Land Use Compatibility Plans, for both of these facilities (San Diego County Regional Airport Authority 2014 and 2010). Thus, no impacts related to airport noise from a public airport or public use airport would occur.

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?

No Impact. The project is not located within the vicinity of a private airstrip. Therefore, persons using the proposed bike path would not be exposed to noise from a private airstrip and no impact would occur.

7.13 Population and Housing

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposed project:				
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)?	□	□	□	■
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	□	□	□	■
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	□	□	□	■

A. Would the project 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)?

No Impact. Implementation of the proposed project would not directly induce population growth due to the fact that no housing or new businesses are proposed. The project area is already highly developed, and bike path users not living directly adjacent to the bike path would be expected to visit the bike path rather than permanently relocate. Furthermore, the project would not result in the extension of roads or utilities that would promote growth. Therefore, the project would not directly or indirectly induce population growth and no impact would occur.

B. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project would not result in the removal of any existing houses due to the project's location and no impact would occur.

C. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. As no houses would be removed as a result of project implementation, the project would not result in the displacement of people; therefore, no impact would occur.

7.14 Public Services

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposed project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
i. Fire protection?	□	□	■	□
ii. Police protection?	□	□	■	□
iii. Schools?	□	□	□	■
iv. Parks?	□	□	■	□
v. Other public facilities?	□	□	□	■

A. i–v. Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection, schools, parks, or other public facilities?

Fire and Police Protection

Less than Significant. Project operation would not increase population in the project area or cause increased traffic congestion on streets in the project area, or otherwise interfere with the ability of police and fire services to maintain acceptable service ratios, meet target response times, or other performance objectives for fire or police protection. As discussed in Section 7.16.E, construction would be of limited duration and the construction contractor would be required by the City of San Diego to prepare and implement a traffic control plan to ensure that roadway closures or detours would not affect fire department and police access to the project site or surrounding properties. Therefore, no new facilities would be required which could result in adverse physical changes in the environment and impacts would be less than significant

Schools

No Impact. The proposed project would not increase or contribute to an increase in the existing student population in the project area. Therefore, no new facilities would be required which could result in adverse physical changes in the environment.

Parks

Less than Significant Impact. The proposed project would not introduce a new population to the area. However, the proposed project would increase bicycle and pedestrian connectivity through the area, which may indirectly increase access to existing parks. This increase in park use resulting from indirectly increased access would not substantially affect the performance of existing park such that new or altered facilities would be required. Therefore, impacts would be less than significant.

Other Public Facilities

No Impact. Development of the proposed project would not increase population or otherwise affect demand for other public facilities, such as libraries, within the project area. Therefore, no new facilities would be required which could result in adverse physical changes in the environment.

7.15 Recreation

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposed project:				
a. 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?	□	□	■	□
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	□	■	□	□

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?

Less Than Significant Impact. Although the bike path is considered a transportation facility, completion of the proposed bike path is expected to encourage recreational bicyclists to use the bike path to obtain access to recreational opportunities within Mission Bay and other areas served by the city's bicycle system. However, as stated earlier, recreational bicyclists can currently access these recreation areas via Santa Fe Street. As a result, the increase in use of recreational facilities which can be accessed from the proposed bike path would not be substantial. Thus, the proposed bike path would not result in a substantial physical deterioration of existing parks or recreational facilities and impacts would be less than significant.

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?

Less Than Significant With Mitigation Incorporated. The proposed project entails the construction of a bike path that would serve as a transportation facility with recreational value. Potential environmental effects resulting from the proposed bike path are analyzed in this document. As discussed earlier, the proposed project could result in potentially significant impacts related to biological resources and hazards and hazardous materials. Implementation of the mitigation measures identified in the earlier sections would reduce impacts to below a level of significance.

7.16 Transportation/Traffic

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposed project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	□	□	□	■
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	□	□	□	■
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	□	□	□	■
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	□	□	■	□
e. Result in inadequate emergency access?	□	□	■	□
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	□	□	□	■

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

No Impact. The project would not adversely affect the performance of the local roadway system. The proposed bike path would improve the performance of the circulation system by increasing the amount of Class I and protected bike lanes (cycle tracks) from the Pacific Beach and Clairemont Mesa neighborhoods to University City, La Jolla, and beyond, giving commuters and other bike path users a viable option to travel between these neighborhoods without relying on a private automobile. The City of San Diego's General Plan Mobility Element and Bicycle Master Plan as well as SANDAG's Regional Bicycle Plan: Riding to 2050 (SANDAG 2010) emphasize making bicycling a viable travel choice to improve circulation efficiency in the area, and the project would be

consistent with this goal. In addition, the project would be consistent with SANDAG's Regional Plan, which establishes multimodal performance measures for the San Diego region. The cycle track on Santa Fe Street would facilitate the movement of motorists and bicyclists by providing better separation between cars and bicyclists.

In addition, the project would not impact existing transportation systems through project improvements such as the addition of the cycle track on Santa Fe Street. Vehicular traffic would be unaffected as the amount of vehicle lanes would not be modified. Therefore, the project would not result in an impact with respect to measures of effectiveness for the circulation system.

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

No Impact. The applicable congestion management program for the San Diego region is SANDAG's Final 2008 Congestion Management Program (CMP) Update. As discussed above in Section 7.16.A, the bike path would not adversely affect the performance of the local roadway system and, therefore, would not conflict with the CMP's level of service standards. In addition, the CMP emphasizes bike facilities as a measure to reduce vehicle congestion. Thus, the project would not impact the applicable congestion management program

C. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The proposed project would not include any aviation components or structures where height would be an aviation concern. Thus, the proposed project would not affect air traffic patterns.

D. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The proposed bicycle facility would not increase hazards along nearby roadways. The cycle track along Santa Fe Street would be designed in a manner that would not create a hazard for motorists while increasing safety for bicyclists who are currently riding along this portion of Santa Fe Street. The enhanced bicyclist safety would be provided by the raised berm which would separate bicyclists and motorists. Therefore, traffic hazard impacts would be less than significant.

E. Would the project result in inadequate emergency access?

Less Than Significant Impact. While the long-term operation of the facility would not result in inadequate emergency access, temporary construction activities could affect vicinity traffic and, therefore, emergency vehicles. However, construction would be of limited duration, would use a relatively small amount of construction equipment, and the construction contractor would be required by the City of San Diego to prepare and implement a traffic control plan to ensure that roadway closures or detours would not affect emergency access to the project site or surrounding properties. Thus, emergency access impacts would be less than significant.

F. Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. The project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, and pedestrian facilities, and in many ways would support such programs. As discussed under Section 7.10, the City of San Diego General Plan, City of San Diego Bike Master Plan, Pacific Beach Community Plan, the Clairemont Mesa Community Plan, among others, all support the development of bike path that improve connectivity and provide a viable travel alternative choice for residents. In addition, the project would improve bicyclist and pedestrian safety by providing a separated path from the roadway. The proposed project would contribute toward achieving the goals of adopted policies, plans and programs supporting public transit, bicycle, and pedestrian facilities within the area. Thus, the project would not impact adopted policies, plans or policies related to transportation.

7.17 Utilities and Service Systems

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposed project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	□	□	□	■
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?	□	□	□	■
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?	□	□	■	□
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	□	□	■	□
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?	□	□	□	■
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	□	□	■	□
g. Comply with federal, state, and local statutes and regulations related to solid waste?	□	□	□	■

A. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. The proposed project would not generate wastewater. Thus, the project would not affect existing wastewater treatment standards established by the Regional Water Control Board and no impact would occur.

B. Would the project 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?

No Impact. Construction and operation of the proposed bicycle facility would involve minimal water use. Dust control would generate limited demand for water during construction. Minimal water use would be required for revegetation of graded areas and, possibly, wetland mitigation. This would represent a short-term demand because the irrigation would be discontinued once the plants have become established. The limited demand for water would not be sufficient to require construction of new water treatment facilities. As the project would not generate wastewater, it would not require the construction of new wastewater treatment facilities. Therefore, no new facilities would be required which could result in adverse physical changes in the environment.

C. Would the project 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?

Less Than Significant Impact. The project would include a number of curb inlets and pipes along this stretch to efficiently convey runoff from the street to the Rose Creek channel. Project drainage facilities would be required to comply with the stringent water quality standards established by the NPDES Regional Municipal Storm Water Permit and General Construction Activity Storm Water Permit. In addition, the design would implement the BMPs identified in the WQTR, included as Appendix G, including directing runoff from the bike path toward adjacent vegetated areas, or other non-erodible permeable areas. Disturbed areas would be replanted with native plant material to minimize erosion. These new drainage facilities would be constructed with the project and integrated with the existing roadway and developed character of the area, and would not result in significant environmental impacts. In addition, as stated in Section 7.9.C, compliance with the requirements of the NPDES Construction General Permit and the WQTR would ensure that impacts of the proposed project on water quality standards and waste discharge requirements would be less than significant.

D. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. Operation of the bike path would not generate a substantial demand for water. The only demand for water would be related to revegetation of graded areas and, possibly, wetland mitigation. This would represent a short-term demand because the irrigation would be discontinued once the plants have become established. Thus, impacts would be less than significant.

E. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. The project would not have any impact on an existing wastewater treatment provider, as the project would not generate wastewater.

F. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant. During construction, the majority of waste, such as asphalt, would be recycled. As discussed in Section 7.8.B, some ADL hazardous soils would be disposed of in a Class I or Class II landfill. The amount of soil to be disposed of would be approximately 1,250 cubic yards, and would not represent a significant amount of waste for a landfill. During operation, public trashcans may be added in areas where none currently exist; however, the project itself would not generate more trash than would have existed without the project (i.e., the trash would have been disposed of in a different area). Therefore, impacts are less than significant.

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

No Impact. The proposed project would comply with all applicable federal, state, and local statutes and regulations related to solid waste. Therefore, no associated impacts would occur.

7.18 Mandatory Findings of Significance

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposed project: 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?	□	■	□	□
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)?	□	■	□	□
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	□	■	□	□

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?

Less Than Significant With Mitigation Incorporated. Implementation of the proposed project would not substantially reduce the habitat for fish or wildlife. While construction of the project would impact native vegetation, the loss of vegetation would not result in a substantial reduction of habitat for fish and wildlife associated with Rose Creek since the majority of the impacts would occur along the upper bank of Rose Creek or within areas of the creek which are already concrete- or rock-lined. The loss of habitat would not be sufficient to cause fish or wildlife to drop below self-sustaining levels. Furthermore, the project would mitigate for the loss of sensitive vegetation. Impacts to sensitive birds would be minimized by implementing construction activity setbacks in the vicinity of active nests.

No impacts to important examples of major periods of California history would occur. Although a prehistoric village is known to occur in the vicinity of the proposed project, no evidence of the site was observed within the project impact area during cultural surveys. To assure that subsurface prehistoric artifacts are not impacted during construction, construction occurring in native soil would be monitored by a qualified archaeologist. No historic buildings would be impacted by construction.

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)?

Less Than Significant Impact With Mitigation Incorporated. Nearby, planned projects in the area include the Mid-Coast Corridor Transit Project (planned for construction from 2015 to 2019) and the Elvira to Morena Double Track project (planned for construction from 2015 to 2018). Along with these projects, the proposed project could incrementally contribute to cumulative impacts associated with lighting, water quality, air quality and GHG emissions (during construction), and biology. Lighting impacts would be minimized through project design features such as proper placement and shielding of the lights. Incremental water quality impacts would be reduced through compliance with applicable storm water regulations and project BMPs identified in the WQTR. Air quality and GHG emissions would be incremental but temporary as they would only occur during project construction. In addition, the bike path would reduce reliance on the private automobile resulting in a reduction in air emissions. Incremental biological impacts would be less than significant with mitigation through the mitigation measures described under Section 7.4.

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

Less Than Significant With Mitigation Incorporated. Aerially-deposited lead may be encountered in soils that exceed California hazardous waste thresholds. When these soils are excavated, mitigation measure HAZ-1 would be implemented to reduce impacts to a below a level of significance (as discussed under Section 7.8). No other serious safety hazard risks would result from construction or operation of the project. Thus, no substantial adverse direct or indirect effects on human beings would be related to the project.

8.0 Distribution List

FEDERAL AGENCIES

United States Army Corps of Engineers
911 Wilshire Blvd
Los Angeles, CA 90017

United States Navy
Attn: Juan Sandoval or Jeremy Sautter
Naval Base, Point Loma
4635 Pacific Highway
San Diego, CA 92110

United States Fish and Wildlife Service
Attn: David Zoutendyk
2177 Salk Avenue, Suite 250
Carlsbad, California 92008

STATE AGENCIES

State Clearinghouse
Office of Planning and Research
State Clearinghouse
P.O.-Box3044
Sacramento, CA 95812-3044

Native American Heritage Commission
1550 Harbor Blvd
Suite 100
Sacramento, CA 95691

Caltrans District 11
Attn: CEQA Review
4050 Taylor St, San Diego, CA 92110

California Department of Fish and Wildlife
Attn: Tim Dillingham
3883 Ruffin Rd
San Diego, CA 92123

California Regional Water Quality Control Board
San Diego Region 9
Attn: Mike Porter
2375 Northside Dr #100
San Diego, CA 92108

LOCAL AGENCIES/ORGANIZATIONS

North Clairemont Library
4616 Clairemont Drive
San Diego, CA 92117

Pacific Beach Library
4275 Cass St
San Diego, CA 92109

California Native Plant Society
P.O. Box 121390
San Diego, CA 92112-1390

City of San Diego, Planning Department
Attn: Myra Herrmann
1222 First Avenue, MS 501
San Diego, CA 92101

University Community Library
4155 Governor Dr
San Diego, CA 92122

9.0 REFERENCES

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City of San Diego

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Cogstone Resource Management, Inc. (Cogstone)

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HELIX Environmental Planning, Inc. (HELIX)

2015a Air Quality and Greenhouse Gas Emissions Impact Assessment for the Rose Creek Bicycle Facility Project. October 31.

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Kleinfelder

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KTU+A

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LSA Associates

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Nasland Engineering

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San Diego Association of Governments (SANDAG)

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San Diego County Water Authority

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San Diego Earthworks

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