

# **Bayshore Bikeway – Segment 8B Project**

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

## **~~Draft~~ Final Initial Study/Mitigated Negative Declaration**

State Clearinghouse No. 2016071079

**Prepared by the San Diego Association of Governments**  
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**~~July~~ September 2016**

## Preface

This is a ~~Draft~~ Final 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 Bayshore Bikeway – Segment 8B Project. The Draft IS/MND was circulated for a 30-day public review period from July 27, 2016 to August 26, 2016 (State Clearinghouse No. 2016071079). Comments received during the public review period, as well as responses to the environmental issues raised in the comments, are provided in Appendix H.

In response to comments received on the Draft IS/MND, minor revisions and clarifications have been made to the Final IS/MND. All revisions are shown in ~~strikeout~~ and underline in the Final IS/MND. The Final IS/MND also includes minor editorial revisions and clarifications to the Draft IS/MND.

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 IS/MND is based consist of the following documents, at a minimum:

- All public notices issued by SANDAG in conjunction with the project.
- The Draft IS/MND and Final IS/MND, including all appendices and technical studies included or referenced in the Draft IS/MND and Final IS/MND.
- All comments submitted by agencies or members of the public during the 30-day public comment period on the Draft IS/MND and SANDAG's written responses to those comments.
- All comments and correspondence submitted to SANDAG with respect to the project.
- The Mitigation Monitoring and Reporting Program for the project (contained in Appendix G of the Final IS/MND).

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## 1.0 Introduction

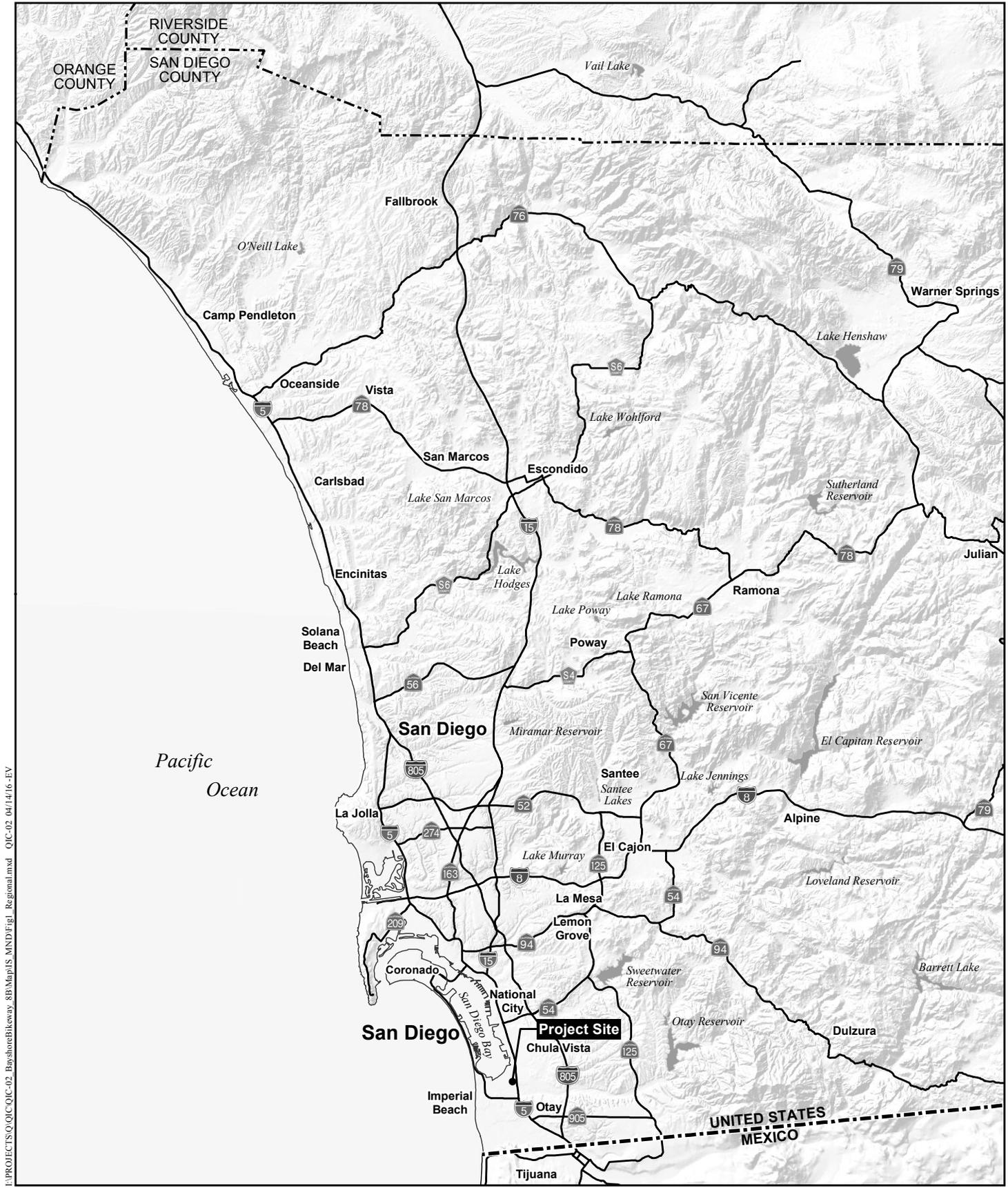
The San Diego Association of Governments (SANDAG) proposes to construct a Class I bikeway facility in the south San Diego Bay area. The proposed Class I facility, which is a path that provides a separated right-of-way for the exclusive use of people walking and riding bicycles, is a portion of Segment 8B of the Bayshore Bikeway as described in the *Bayshore Bikeway Plan* dated March 17, 2006. The bike path (herein referred to as the “proposed project” or “project”) would extend a distance of approximately 0.25 mile adjacent to Bay Boulevard between Palomar Street in the City of Chula Vista and the main entrance to the South Bay Salt Works facility in the City of San Diego. The proposed project would help close the gap between two existing Class I facilities, Bayshore Bikeway Segment 8A and Bayshore Bikeway Segment 9. The project would contribute to the vision of implementing the Bayshore Bikeway, which consists of a 24-mile regional bicycle facility around San Diego Bay to provide more transportation options and a scenic connection to employment centers, recreation facilities, and tourist destinations along the San Diego Bayfront.

The proposed project is located in a developed area with commercial, industrial, and residential uses to the north and east; salt evaporation ponds and South Bay Salt Works processing facilities and an inactive railroad corridor to the west; and salt evaporation ponds and commercial, industrial, and residential lands to the south. Figure 1 depicts the regional location of the project site, and Figure 2 shows the location of the project site and surrounding areas on an aerial photograph.

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, cultural resources, and utilities and service systems, 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 ~~IS/MND~~ ~~is~~ ~~was~~ available for a 30-day public review period pursuant to CEQA Guidelines Section 15105. The public review period ~~will begin on July 27, 2016~~ ~~occurred from July 27, 2016 to August 26, 2016.~~ ~~Written comments regarding the adequacy of the Draft MND must be received by August 26, 2016.~~ All written comments received during this review period are included in Appendix H along with written responses from 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  
Email: lauren.esposito@sandag.org



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## Regional Location Map

BAYSHORE BIKEWAY - SEGMENT 8B



Figure 1



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# Project Vicinity Map

BAYSHORE BIKEWAY - SEGMENT 8B

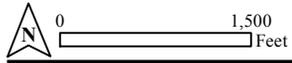


Figure 2

~~SANDAG shall prepare written responses to comments on environmental issues received during the noticed public review period. Written comments received by SANDAG will be included in the public record.~~

Copies of the Draft IS/MND and supporting materials ~~are~~were available online at [www.keepsandiegomoving.com/RegionalBikeProjects/Bayshore Bikeway notices.aspx](http://www.keepsandiegomoving.com/RegionalBikeProjects/Bayshore_Bikeway_notices.aspx) and at the SANDAG offices at the address provided above. Copies of the Draft IS/MND also ~~are~~were available at the following public libraries:

South Chula Vista Library  
389 Orange Avenue  
Chula Vista, CA 91911

Otay Mesa - Nestor Branch Library  
3003 Coronado Avenue  
San Diego, CA 92154

## 2.0 Project Description

### Project Background

The Bayshore Bikeway is a regional bicycle facility that will eventually extend 24 miles around San Diego Bay. This regional bicycle facility is incomplete and currently exists as a combination of Class I off-street bike paths and on-street Class II and III bike lanes and routes. The objective is to construct a continuous Class I bike path in accordance with the *Bayshore Bikeway Plan* (dated March 17, 2006) that would allow people to ride bicycles or walk all the way around San Diego Bay on a dedicated path separated from city streets. The Bayshore Bikeway would function as a transportation facility for people biking and walking by providing more transportation options and a scenic connection to employment centers, recreation facilities, and tourist destinations along the San Diego Bayfront, but could also serve recreational bicyclists. The proposed project entails construction of a Class I bike path that would be part of the Bayshore Bikeway.

### Project Characteristics

SANDAG proposes to construct a Class I bikeway facility in the south San Diego Bay area. The proposed Class I facility, which is a path that provides a separated right-of-way for the exclusive use of people walking and riding bikes, is a portion of Segment 8B of the Bayshore Bikeway as described in the *Bayshore Bikeway Plan*. The bike path would extend a distance of approximately 0.25 mile adjacent to Bay Boulevard between Palomar Street in the City of Chula Vista and the main entrance to the South Bay Salt Works facility in the City of San Diego. The proposed project would help close the gap between two existing Class I facilities, Bayshore Bikeway Segment 8A and Bayshore Bikeway Segment 9, and would contribute to the vision of implementing the Bayshore Bikeway.

The proposed project would extend southward along Bay Boulevard from Palomar Street over an existing drainage ditch near Palomar Street and continue over the existing drainage ditch adjacent to Bay Boulevard and just east of inactive railroad tracks previously part of the Coronado Belt Line (CBL) to the main driveway of the South Bay Salt Works facility. The proposed bike path would include an eight-foot-wide bike path with two to three-foot-wide shoulders. The bike path would cross over the drainage ditch near Palomar Street on a bridge structure. From Palomar Street to Ada Street, the bike path would be constructed as a cantilevered deck over the western side of the existing drainage ditch that runs adjacent to the west side of Bay Boulevard. South of Ada Street, the bike path would be constructed at grade on disturbed land. Additional improvements would include installation of a new storm drain inlet and culvert just north of Palomar Street, curb and gutter, railing along the east side of the deck, minor grading, bike lane striping, utilities improvements and relocations, a crosswalk extending across Bay Boulevard at the southern terminus of the bike path, and other improvements as required by the cities of San Diego and Chula Vista and SANDAG. Improvements may also include chain link fencing along the west side of the bike path and lighting. Figure 3 depicts the alignment of the proposed bike path.

To accommodate the proposed bike path, an easement on a portion of one narrow, linear, privately owned parcel adjacent to the west side of Bay Boulevard would be required. This



**Proposed Alignment**

BAYSHORE BIKEWAY - SEGMENT 8B



Figure 3

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property is mostly undeveloped and contains a vegetated drainage ditch, utility poles and overhead electrical power lines, and disturbed areas between Bay Boulevard and the San Diego and Arizona Eastern Railway right-of-way.

## **Lighting**

Lighting may be provided at select locations along the proposed bike path to provide safety and security. Lighting types would include pole-based lighting consistent with the design guidelines contained within the *Bayshore Bikeway Plan* and in accordance with the City of San Diego's Outdoor Lighting Regulations (Section 142.0740 in the San Diego Municipal Code). The lights would be shielded to minimize illumination into the adjacent salt evaporation ponds of the San Diego Bay and would be directed towards the bike path and away from the Bay.

## **Signage**

Trail identification, way-finding, and/or interpretive signage would be provided at select locations along the proposed bike path. The signs would be consistent with the design guidelines contained within the *Bayshore Bikeway Plan* and the SANDAG Regional Bike Program wayfinding strategy.

## **Construction**

Construction of the project is anticipated to take approximately seven months to complete. Grading would require approximately 800 cubic yards (cy) of fill material to be imported. It is anticipated that construction activities would occur during daytime hours. Staging is anticipated to occur on vacant property on the east side of Bay Boulevard between Stella Street and Ada Street. Construction access would be provided via Bay Boulevard.

### **3.0 SANDAG Discretionary Actions**

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

- Adoption of the Final IS/MND for the proposed project

### **4.0 Other Agency Permits and Approvals**

Other agency permits and approvals that may be required for the proposed project include but are not limited to:

California Department of Fish and Wildlife (CDFW)

- 1602 Streambed Alteration Agreement

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

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

U.S. Army Corps of Engineers (USACE)

- Section 404 Permit

California Coastal Commission (CCC)

- Coastal Development Permit

San Diego Metropolitan Transit System

- Encroachment Permit

City of Chula Vista

- Coastal Development Permit

## 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.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources	<input type="checkbox"/> Air Quality
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology and Soils
<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards and Hazardous Materials	<input type="checkbox"/> Hydrology and Water Quality
<input type="checkbox"/> Land Use and Planning	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise
<input type="checkbox"/> Population and Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input type="checkbox"/> Transportation/Traffic	<input checked="" type="checkbox"/> Utilities and Service Systems	<input checked="" type="checkbox"/> 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.

*for* Cheryl Hodge  
Signature

9/12/16  
Date

Rob Rundle, Principal Regional Planner  
For: San Diego Association of Governments

## 7.0 CEQA Initial Study Checklist

This IS checklist identified potentially significant effects with respect to biological resources, cultural resources, and utilities and service systems for the proposed project. The implementation of mitigation measures BIO-1 through BIO-6 and CUL-1 identified in this IS 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?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>

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

**Less Than Significant Impact.** The project site is not located within any designated view corridors identified in the *Otay Mesa-Nestor Community Plan* (City of San Diego 1997). However, the *Otay Mesa-Nestor Community Plan* identifies the Salt Works salt processing building, salt ponds, and salt stacks as a local landmark and contains policies to protect the salt processing building, as well as natural resources within and around San Diego Bay. The proposed bike path would occur on relatively level topography. Views of the bike path would be provided to motorists on Bay Boulevard, employees and customers at nearby commercial and industrial businesses, and residents at nearby homes that are interspersed with commercial and industrial uses.

Views of the Salt Works facility and San Diego Bay would not be adversely affected from off-site locations as a result of the project because no large structures or dominant visual elements would be introduced into the visual environment. The project would include low-profile structures (a bridge and cantilevered deck) and trail bed, as well as non-obtrusive vertical elements, such as a safety barrier, railing, and light poles. Construction of a bike path adjacent to the Salt Works facility would not detract from the distinction of this landmark due to the visibility, verticality, and scale of proposed improvements compared to the salt processing building, salt ponds, and salt stacks. The proposed bike path would not obstruct views of this landmark or towards San Diego Bay. Project elements would be visually consistent with surrounding development because a similar Class I bikeway is located to the immediate north (Bayshore Bikeway Segment 8A) and the project would be an extension of this existing visual element. Therefore, impacts 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?

**No Impact.** There are no designated State Scenic Highways located in the immediate project vicinity. Segments of State Route 75 (SR-75), including the Coronado Bridge and along the

Silver Strand are officially designated as a California scenic highway (Caltrans 2016), but the closest designated segment is approximately 1.75 miles to the west across San Diego Bay. The project would not result in any changes to views along SR-75. The bike path would occur adjacent to an existing road, and visual aboveground features associated with the bike path would consist of low-profile structures (a bridge and cantilevered deck), signage, lighting, and fencing. These project features would not be visible by drivers along the designated segments of SR-75 because of distance (1.75 or more miles across San Diego Bay) and intervening topography, structures and vegetation. Therefore, the project would not substantially damage scenic resources within a state scenic highway and there would be no impact.

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

**Less Than Significant Impact.** The following visual analysis is generally based on Federal Highway Administration’s methodology and guidelines (*Visual Impact Assessment for Highway Projects*, March 1981), which is a widely utilized methodology for evaluating visual effects of transportation projects.

The visual character of the project vicinity encompasses a combination of man-made and natural features, including commercial, industrial, and residential development; roadways; the South Bay Salt Works facility; and the San Diego Bay. The project site contains mostly developed and disturbed land consisting of paved roadway, a roadside vegetated earthen ditch adjacent to Bay Boulevard, and disturbed vacant land. The adjacent South Bay Salt Works is comprised of distinctive and unique visual features, including a historic building, expansive salt evaporation ponds that vary in color depending on the state of the evaporation process, and large mounds of white salt. Westerly views across San Diego Bay are also provided in the project locale that adds scenic value to the existing visual environment.

The visual quality of the project site and surrounding area is moderate in terms of visual unity. Existing uses have a varied visual pattern of a commercial, industrial, and residential development, open space associated with San Diego Bay, and the distinctive Salt Works facility. The San Diego Bay provides some degree of unity, but the surrounding development in the immediate project vicinity slightly reduces the unity that the Bay provides. The intactness of the area currently is moderate due to the variety of structure types and competing visual elements of the natural and built environment that encroach upon each other. The site setting is highly memorable given the distinctiveness and uniqueness of the Salt Works facility as a local landmark that is a prominent visual element that dominates views and provides a distinctive focal point. Views of San Diego Bay are also highly memorable and tend to orient viewers to the coastline. In terms of vividness, the visual quality of the project site is high.

Project elements would not substantially change the existing visual environment. The new elements introduced would be similar in appearance to features in the existing visual environment; they would not be highly memorable or distinctive, and would not detract from the vividness of the area. They would be visually similar to the existing developed features and its immediately surrounding area, and would not visually encroach into the adjacent Salt Works facility or San Diego Bay. The visual intactness, unity, and vividness of the area, therefore, would not be reduced with the introduction of the project elements.

Overall, the change to visual character and quality resulting from the proposed project would be minimal. Visual pattern elements (e.g., form, line, color, texture) and character (e.g., dominance and scale) that make up the existing 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.** The proposed project potentially would include the installation of safety lighting along the bike path at select locations. The addition of lighting along the bike path alignment would contribute incrementally to urban light sources, but would not create a new source of substantial light or glare. Proposed lighting would be directional and/or shielded to minimize spillover onto surrounding land uses. Project elements also would not include highly reflective surfaces or materials that would create adverse glare effects on surrounding roadways or uses. Therefore, impacts to day or nighttime views would be less than significant.

**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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
e. Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

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 (California Department of Conservation 2012) indicates that no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is mapped on the project site or 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 forest land or timber land uses.

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

**No Impact.** 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?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>

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

**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, San Diego Regional Bicycle Plan* (SANDAG 2010), which supports implementation of *San Diego Forward: The Regional Plan* (SANDAG 2015) and is, therefore, accounted for in the RAQS and SIP. As a result, the project would not conflict with or obstruct implementation of applicable air quality plan. Although there would be air quality impacts from construction activities, impacts would be short-term and temporary and would not obstruct implementation of long-term air quality goals set in the RAQS. Furthermore, the project would help reduce emissions and promote air quality policies by reducing the reliance on the automobile and encouraging alternative modes of transportation. Therefore, impacts would be 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<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), particulate matter of less than 10 microns in size (PM<sub>10</sub>), particulate matter of less than 2.5 microns in size (PM<sub>2.5</sub>), 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<sub>x</sub>) 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. On April 30, 2012, the SDAB was classified as a marginal non-attainment area for the 8-hour NAAQS for ozone. The SDAB is an attainment area for the NAAQS for all other criteria pollutants. The SDAB currently falls under a national “maintenance plan” for CO, following a 1998 redesignation as a CO attainment area. The SDAB is currently classified as a non-attainment area under the CAAQS for ozone (serious nonattainment), PM<sub>10</sub>, and PM<sub>2.5</sub>.

### Construction Emissions

Construction activities associated with the project would generate short-term emissions of ROG, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. 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 paving activities. 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.

An estimate of the maximum daily construction emissions associated with construction of the project is presented in Table 1. Project construction emissions were compared to the SDAPCD’s Air Quality Impact Analysis (AQIA) Trigger Levels as contained within SDAPCD Regulation II, Rule 20.2. As shown in Table 1, criteria pollutant emissions associated with project construction would be below the applicable SDAPCD’s AQIA Trigger Levels. Therefore, project construction emissions of criteria pollutants 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.

Construction Activity	Pollutant Emissions (pounds per day)				
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Grubbing/Land Clearing	1.2	13.8	7.9	3.1	1.0
Grading/Excavation	2.5	26.6	16.1	3.8	1.7
Drainage/Utilities/ Sub-Grade	4.1	35.7	21.2	4.7	2.5
Paving	1.5	13.3	10.2	0.8	0.7
Maximum Daily Emissions	4.1	35.7	21.2	4.7	2.5
SDAPCD AQIA Trigger Levels	137	250	550	100	55
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Air Quality and Greenhouse Gas Emissions Impact Assessment for the Bayshore Bikeway Segment 8B Project (HELIX 2016a).

## 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 a federal non-attainment for O<sub>3</sub> and a state non-attainment for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. 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 (Harborside Elementary School) is located approximately 0.4 mile to the east (across I-5) from the nearest proposed construction area and the next closest school (Greater San Diego Academy Charter School) is located approximately 0.6 mile to the southeast. Other public schools are located more than one mile from the project site. The nearest residence (single-family home) is located along Stella Street approximately 150 feet to the east of the nearest construction area. Approximately 30 additional single-family homes are located to the east and southeast along Stella Street, Ada Street, and West Frontage Road that are interspersed among commercial and industrial uses. Project construction activities would be minimal, and the project would comply with applicable 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The following discussion is based on a Natural Environment Study – Minimal Impacts (NES-MI) and Jurisdictional Delineation Report prepared for the project by HELIX, which are included as Appendices B and C of this IS/MND.

- 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?**

**No Impact.** No federally or state listed endangered, threatened, or California Rare Plant Ranking (CRPR) plant species were observed within the Biological Study Area (BSA) during general biological surveys and rare plant surveys conducted within the BSA. Additionally, no special status animal species were observed during the general biological resources surveys conducted within the BSA. In addition, there is no U.S. Fish and Wildlife Service Critical Habitat for listed species within or adjacent to the project site. Therefore, no impacts to special status species would occur.

**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.** The BSA consists primarily of disturbed habitat and developed lands. The ditches adjacent to Bay Boulevard support wetland vegetation communities, including coastal brackish marsh, freshwater marsh, and herbaceous wetland, in addition to open water. The BSA also contains small areas of non-native grassland and ornamental vegetation. Disturbed habitat within the BSA consists primarily of paved and dirt roads and previously disturbed lands characterized by bare ground or non-native, weedy vegetation. Developed lands include paved roads and commercial development. Of these habitat types, coastal brackish marsh, freshwater marsh, herbaceous wetland, open water, and non-native grassland are considered sensitive vegetation communities.

Project impacts (temporary and permanent) would occur to three sensitive natural communities in the BSA, including coastal brackish marsh, open water, and non-native grassland. Specifically, project implementation would result in temporary impacts to 0.22 acre and permanent impacts to 0.07 acre of coastal brackish marsh, temporary impacts to 0.003 acre and permanent impacts to 0.002 acre of open water, and temporary impacts to 0.38 acre of non-native grassland. Project impacts to sensitive vegetation communities are summarized in Table 2.

Vegetation Community	Impact Type <sup>2</sup>	Impact	Mitigation Ratio <sup>3</sup>	Required Mitigation <sup>3</sup>
Coastal Brackish Marsh	T	0.22	1:1	0.22
Coastal Brackish Marsh	P	0.07	2:1	0.14
Open Water	T	0.003	1:1	0.003
Open Water	P	0.002	2:1	0.004
Non-native Grassland	T	0.38	-- <sup>4</sup>	--
<b>TOTAL</b>		<b>0.68</b>		<b>0.37</b>

Source: Bayshore Bikeway Segment 8B Project Natural Environment Study (Minimal Impacts) (HELIX 2016b).

<sup>1</sup> Rounded to the nearest 0.01; thus, totals reflect rounding

<sup>2</sup> T=Temporary impacts; P=Permanent impacts

<sup>3</sup> Mitigation ratios and required mitigation would be finalized in consultation with the resource agencies.

<sup>4</sup> Impacts would be temporary and limited to small isolated areas of non-native grassland within construction staging areas on vacant land surrounded by development which would not necessitate compensatory mitigation.

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-1** Temporary impacts to 0.22 acre of coastal brackish 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.

**BIO-2** Permanent impacts to 0.07 acre of coastal brackish marsh shall be mitigated at a 2:1 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 coastal brackish marsh would be determined in consultation with the resource agencies.

**BIO-3** Temporary impacts to 0.003 acre of open water 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.

**BIO-4** Permanent impacts to 0.002 acre of open water shall be mitigated at a 2:1 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 open water would be determined in consultation with the resource agencies.

**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 (HELIX 2016c) was conducted within the BSA to identify wetland areas under the jurisdiction of the U.S. Army Corps of Engineers (USACE), California Department of Fish and Wildlife (CDFW), and the California Coastal Commission (CCC).

Impacts to potential USACE jurisdictional areas total 0.30 acre, and include 0.29 acre of coastal brackish marsh (0.22 acre of temporary impacts and 0.07 acre of permanent impacts) and 0.01 acre of open water (0.003 acre of temporary impacts and 0.002 of permanent impacts). Impacts to potential CDFW jurisdictional areas total 0.35 acre, and include 0.29 acre of coastal brackish marsh (0.22 acre of temporary impacts and 0.07 acre of permanent impacts), 0.01 acre of open water (0.003 acre of temporary impacts and 0.002 acre of permanent impacts), and 0.05 acre of streambed (0.02 of temporary impacts and 0.03 acre of permanent impacts). Impacts to potential CCC jurisdictional areas total 0.35 acre, and include 0.29 acre of coastal brackish marsh (0.22 acre of temporary impacts and 0.07 acre of

permanent impacts), 0.01 acre of open water (0.003 acre of temporary impacts and 0.002 acre of permanent impacts), and 0.05 acre of streambed (0.02 of temporary impacts and 0.03 acre of permanent impacts). Project impacts to these jurisdictional wetland areas are summarized in Table 3.

**Table 3**  
**POTENTIAL JURISDICTIONAL AREA IMPACTS AND MITIGATION SUMMARY (acre)<sup>1</sup>**

Habitat	Impact Type <sup>2</sup>	Mitigation Ratio <sup>3</sup>	USACE		CDFW		CCC	
			Impact	Mitigation	Impact	Mitigation	Impact	Mitigation
Coastal Brackish Marsh	T	1:1	0.22	0.22	0.22	0.22	0.22	0.22
Coastal Brackish Marsh	P	2:1	0.07	0.14	0.07	0.14	0.07	0.14
Open Water	T	1:1	0.003	0.003	0.003	0.003	0.003	0.003
Open Water	P	2:1	0.002	0.004	0.002	0.004	0.002	0.004
Streambed	T	--	--	--	0.02	-- <sup>4</sup>	0.02	-- <sup>4</sup>
Streambed	P	1:1	--	--	0.03	0.03	0.03	0.03
<b>TOTAL</b>			<b>0.30</b>	<b>0.37</b>	<b>0.35</b>	<b>0.40</b>	<b>0.35</b>	<b>0.40</b>

Source: Bayshore Bikeway Segment 8B Project Natural Environment Study (Minimal Impacts) (HELIX 2016b).

<sup>1</sup> Rounded to the nearest 0.01; thus, totals reflect rounding

<sup>2</sup> T=Temporary impacts; P=Permanent impacts

<sup>3</sup> Mitigation ratios and required mitigation would be finalized in consultation with the resource agencies.

<sup>4</sup> Impacts are limited to construction access within unvegetated portions of the drainage along Bay Boulevard and would not alter the contours of the drainage or otherwise necessitate compensatory mitigation.

Impacts to potential jurisdictional areas 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)/Regional Water Quality Control Board (RWQCB), a 1602 Streambed Alteration Agreement from the CDFW, and a Coastal Development Permit (CDP) from the CCC. Implementation of mitigation measures BIO-1 through BIO-4, identified above in Item 7.4.a, and mitigation measure BIO-5, identified below, would reduce impacts to potential jurisdictional areas to below a level of significance.

**BIO-5** Permanent impacts to 0.03 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 open water would be determined 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 just east of the South Bay Salt Works, which contains a series of salt evaporation ponds that are part of the South San Diego Bay Unit of the San Diego Bay National Wildlife Refuge. The ponds provide relatively isolated nesting, resting, and foraging habitat for several species of birds. Solar salt

production has occurred in this location for over 100 years, and the salt ponds have been an important stopover point for large numbers of migratory and wintering birds. In addition, the salt pond levees provide regionally important nesting habitat for seven species of colonial seabirds and portions of the levees are USFWS Critical Habitat for the federally threatened western snowy plover (*Charadrius alexandrinus nivosus*).

In addition, a small portion (approximately 0.18 acre) at the southern terminus of the BSA is within the City of San Diego's Multi-Habitat Planning Area (MHPA) biological preserve. The MHPA is intended to link all core biological areas into a regional open space. This portion of the MHPA within the BSA is part of a large contiguous MHPA area that encompasses the southern portion of the San Diego Bay and through the Otay River corridor and Otay Valley Regional Park to the eastern part of San Diego County. The project, however, would not interfere with the function of the ponds as regional nesting habitat for avian species or the MHPA as a wildlife corridor because no direct impacts would occur within the San Diego Bay National Wildlife Refuge and the project would not encroach into the MHPA. The proposed bike path would be constructed east of the ponds within mostly developed areas. In addition, existing fencing occurs along the property line of the South Bay Salt Works to the west of the proposed bike path alignment that prohibits access into the ponds and San Diego National Wildlife Refuge.

Nesting birds within the project area 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 could result in potentially significant impacts to migratory birds. Implementation of mitigation measure BIO-6 would reduce potentially significant impacts to migratory nesting birds to less than significant.

**BIO-6** If construction occurs between February 15 and September 15, a qualified biologist shall conduct a pre-construction survey to determine the presence or absence of nesting birds within the project site or adjacent habitat. The pre-construction survey must be conducted within 10 calendar days prior to the start of construction, and the results must be submitted to SANDAG for review and approval prior to initiating any construction activities. 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 shall 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 Multiple Species Conservation Program (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 With Mitigation Incorporated.** The project alignment is located outside the MHPA; however, it is adjacent to a large contiguous portion of the MHPA to the west and south that encompasses the southern portion of the San Diego Bay and Otay River corridor. As such, MSCP land use adjacency guidelines for water quality, noise, invasive species, and lighting are applicable due to the presence of sensitive vegetation within the BSA.

Decreased water quality could occur during construction (as discussed in Item 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. 2009-009-DWQ as amended by 2010-2014-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 pollutants in storm water discharge would be addressed through compliance with the National Pollutant Discharge Elimination System (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 measure BIO-6 would avoid indirect impacts to nesting birds due to construction noise. No adverse operational noise effects would occur because the proposed trail 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-1 through BIO-5.

Bike path lighting, which may be included, may interfere with wildlife movement or provide predators an unnatural advantage over their prey. If lighting is to be included in the project, it would be selectively placed, shielded, and directed away from adjacent sensitive habitat.

While SANDAG is not a signatory party to the MSCP, for the reasons summarized above, the project would conform to MHPA adjacency guidelines and would not conflict with adopted habitat conservation plans with implementation of identified mitigation.

## 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code 21074?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following discussion is based on an Historic Property Survey Report (HPSR) and Archaeological Survey Report (ASR) completed for the project by ASM Affiliates, which are listed as Appendix D to this IS/MND, but are not available for public review due the confidential information in the reports.

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

**Less Than Significant With Mitigation Incorporated.** To determine the potential presence of historical resources in the project area, a records search and literature review, as well as a field survey of the Area of Potential Effects (APE) was conducted. Two previously recorded historical resources were identified within the APE. In addition, a drainage ditch was identified within the APE during the field survey. These two previously recorded historical resources and the drainage ditch are discussed below.

#### Coronado Railroad Belt Line (P-37-013073/CA-SDI-013073)

The historic Coronado Railroad Belt Line (CBL) extends approximately 20 miles from the wharf at 5<sup>th</sup> Street in San Diego, around the San Diego Bay, and over to the wharf on Coronado. The CBL was an independent short-line railroad constructed in the late 1880s to transport materials and passengers to Coronado when the Hotel del Coronado was being built and during the early tourist days. It was later used primarily to transport freight and commodities for the Hercules Power Plant in Chula Vista, North Island Naval Air Station Coronado, and Rohr Aircraft Company in Chula Vista, and also used to haul salt from the Western Salt Company Salt Works (WSCSW). The CBL includes the railroad grade, switches, track ties, and bridges. The CBL has previously been determined not eligible for the National Register of Historic Places (NRHP), not eligible for the California Register of Historical Resources (CRHR), but eligible for and listed in the San Diego Register of Historical Resources.

The CBL was identified along the western edge of the APE extending south from Palomar Street to the main entrance of the Salt Works facility, at which point the railroad has been covered with fill soils and is no longer visible. The CBL tracks are severely corroded and the ties are wooden and sporadically covered with soil or ballast. The APE extends six feet into the adjacent railroad right-of-way (ROW) parcel (Assessor's Parcel Number [APN] 621-010-02), but does not encompass the railroad tracks or any other feature associated with the historic CBL. In order to construct the bike path, construction vehicles would encroach into the railroad ROW that contains the CBL, but access would be limited to the eastern six feet of the railroad ROW that does not include the railroad tracks. Impacts to the CBL associated with inadvertent construction access would be avoided with implementation of mitigation measure CUL-1.

**CUL-1** Prior to construction, temporary construction fencing shall be installed along the western edge of the APE, which is identified as six feet west of the eastern ROW line of APN 621-010-02. Fencing shall remain in place during all construction activities for the duration of the project construction period.

### **Western Salt Company Salt Works (P-37-026582 and P-37-026584)**

The WSCSW consists of a historic district that has previously been determined eligible for inclusion on the NRHP because the facility played an important role in the solar salt industry in Southern California from 1916 to 1949 and embodies the distinctive characteristics of a solar salt processing facility. The WSCSW is listed on the CRHR and the City of San Diego Register of Historical Resources. There are 11 recorded contributing elements associated with the WSCSW Historic District, and two of those were previously mapped as being within the APE, including P-37-026582 and P-37-026584.

P-37-026582 consists of the WSCSW salt ponds and levees, which include 18 condensation ponds and 14 crystallization ponds divided by earthen levees. The levees were built with wooden structures that form the walls of the ponds and dirt roads run along the levees. The ponds and levees were constructed after the 1916 flood in San Diego. P-37-026582 has been previously evaluated and found eligible for listing to the NRHP as a contributing element of the WSCSW Historic District. However, none of the character-defining features (the salt ponds and levees) of this resource are located within the APE. Rather, the dirt parking lot for the WSCSW is located within the southwestern end of the APE. Therefore, the proposed project would not impact this historic resource.

P-37-026584 consists of the WSCSW narrow gauge rail line that crosses the CBL. Only the tops of the rails are visible as the remainder of the rail line has been covered with fill soils and only a small portion of the original narrow gauge rail line is present within the WSCSW parking lot. The crossing of the narrow-gauge rail track with the CBL is a contributing element of the WSCSW Historic District, as the crossing of the narrow gauge rail line with the CBL was constructed after the 1916 flood and was used as part of the WSCSW operations. The record search results show P-37-026584 running parallel to the CBL for 500 meters; however, the 2001 California State Department of Recreation (DPR) form for P-37-026584 and the current survey identified P-37-026584 running perpendicular to the CBL, south of the APE. Therefore, the previous mapping of P-37-026584 is incorrect and the correct mapping of the resource is not within the APE. Accordingly, the proposed project would not impact this historic resource.

## **Western Salt Company Salt Works Drainage Ditch**

A drainage ditch along Bay Boulevard was identified within most of the APE during the field survey. At Palomar Street, the drainage ditch extends to the north and west outside of the APE, and to the south within the APE from Palomar Street to Ada Street along the west side of Bay Boulevard. It is channeled under Bay Boulevard at Ada Street, via a wooden channel, and then continues southward on the eastern side of Bay Boulevard outside of the APE. The depth of the drainage ditch varies from approximately three to ten feet in depth and is primarily earthen except when it extends under Bay Boulevard. This drainage ditch is assumed to be part of the WSCSW, but was not included in the original historic district. The ditch is not visible in the post-1916 flood photograph of the project area, but the southern portion of the open ditch is shown and operational on aerial photographs as early as 1900. The ditches were part of a brining system used by a magnesium chloride production company that previously operated in the northern portion of the WSCSW site until the company ceased operations in the mid-1980s. Caltrans Headquarters Cultural Studies Office, in accordance with Stipulation VIII.C.4 of the Caltrans Section 106 Programmatic Agreement, approved the assumption of eligibility of the northern segment of the drainage ditch as a non-contributing element of the WSCSW Historic District salt ponds and levees system (P-37-026582). Based on historic research, the drainage ditch once carried brine for magnesium chloride production, but it was not an integral element of the WSCSW and did not facilitate WSCSW functioning as a solar salt processing facility.

The proposed bike path would cross the drainage ditch on a bridge structure near Palomar Street. Between Palomar Street and Ada Street, the bike path would be constructed as a cantilevered deck over the western side of the drainage ditch. The proposed new storm drain inlet and pipe just north of Palomar Street would outfall into the drainage ditch. Ground-disturbing construction activities associated with construction of bridge abutments, installation of piles to support the cantilevered deck, and the new storm drain outlet would affect portions of this drainage ditch. Following construction of these elements, portions of the drainage ditch would be reconstructed. The alteration and reconstruction of the drainage ditch, as a non-contributing element of the WSCSW Historic District, would not result in the loss of overall integrity or adversely affect the character defining features of the WSCSW Historic District or its setting. Additionally, no alterations would occur to the other features of the WSCSW salt ponds and levees system (P-37-026582). For these reasons and the determination that the drainage ditch is a non-contributing element of the WSCSW Historic District, no adverse effects to the WSCSW Historic District resulting from the project would occur.

### **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.** To determine the potential presence of archaeological resources in the project area, a records search and literature review, as well as a field survey of the APE was conducted. One archaeological resource was identified within the APE, which consists of the CBL as discussed in Item 7.5.a (the CBL was identified in the records search as having historical and archaeological components). As described above in Item 7.5.a, construction of the bike path would temporarily encroach into the railroad ROW that contains the CBL for the purpose of construction access, but access would be limited to the eastern six feet of the railroad ROW which does not contain the tracks or any other feature

associated with the CBL as an archaeological resource. Impacts to the CBL associated with inadvertent construction access would be avoided with implementation of mitigation measure CUL-1 identified above.

**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 Impact.** SANDAG concluded an Assemble Bill (AB) 52 consultation with the Viejas Band of Kumeyaay Indians on July 8, 2016. During the consultation period, no new tribal cultural resources were presented to SANDAG. Additionally, the Native American Heritage Commission conducted a Sacred Lands File search for the project area and no known Native American cultural resources were identified in the project area. Therefore, there is low potential to encounter tribal cultural resources and associated impacts would be less than significant.

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

**Less Than Significant Impact.** The majority of the proposed bike path alignment is underlain by the Bay Point formation, with young alluvial deposits at the southern end of the alignment. Young alluvial deposits are assigned as having low paleontological resource sensitivity while the Bay Point formation is assigned as having 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 grading exceeds 1,000 cubic yards and the depth of ground disturbance is 10 feet or more in formations with a high sensitivity rating. The proposed project would not involve excavation of more than 1,000 cubic yards or ground disturbance at or below a depth of 10 feet within the Bay Point formation. 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 Impact.** Disturbance to human remains, including those interred outside of formal cemeteries is not anticipated given the extent of historic and modern development within the project site and surrounding area. If human remains are discovered, California Health and Safety Code Section 7050.5 states that further disturbance and activities shall cease in any area or nearby area suspected to overlie remains and the County Coroner contacted. Pursuant to Public Resources Code (PRC) Section 5097.98, if the Coroner recognizes the remains to be Native American, the Coroner shall notify the Native American Heritage Commission who would then notify the Most Likely Descendent. 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 Section 5097.98 are to be followed as applicable. Compliance with existing codes would ensure that potential impacts related to human remains, would remain 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.	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

The following discussion is based on a Phase I Environmental Site Assessment prepared for the project by Allied Geotechnical Engineers, Inc., which is included as Appendix E of this IS/MND.

**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.** No active faults traverse the project area (California Department of Conservation 2007). The closest major active fault to the project site is the Rose Canyon Fault Zone (RCFZ), approximately three miles west of the project site. Several fault strands within the RCFZ have been classified as active faults, and are included in Alquist-Priolo Special Studies Zones.

The project would comply with current seismic design standards in accordance with the California Building Code, where applicable, to avoid adverse effects related to fault rupture. In addition, the project is not expected to result in the congregation of large numbers of people at any one time. The combination of implementation of proper engineering design, utilization of standard construction practices, and compliance with applicable seismic design criteria would reduce the seismic safety risk. Thus, people using the bike path would not be significantly impacted by a potential seismic event as a result of project features, and impacts would be less than significant.

*(ii) Strong seismic ground shaking?*

**Less Than Significant Impact.** The project site is located in a seismically active region, and is likely to be subjected to moderate to severe seismic ground shaking in response to a major earthquake occurring on the RCFZ or another major regional active fault. 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, where applicable, to avoid adverse effects related to strong seismic ground shaking. In addition, 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.** Seismic-induced soil liquefaction is a phenomenon during which loose, saturated granular materials undergo matrix rearrangement, develop high pore water pressure, and lose shear strength due to cyclic ground vibrations induced by earthquakes. Manifestations of soil liquefaction can include loss of bearing capacity below foundations, surface settlements and tilting in level ground, and instabilities in areas of sloping ground. Soil liquefaction can also result in increased lateral and uplift pressures on buried structures. Based on the City of San Diego's Seismic Safety Study (City of San Diego 2008b), the project site is located within an area with a high potential for liquefaction. 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 project site is not located on or below any known ancient landslides. The San Diego Seismic Safety Study Geologic Hazards and Faults map (City of San Diego 2008b) indicates the project site is not located in an area that is susceptible to landslide

hazards. In addition, the project site occurs within a developed area that is mostly characterized by flat topography. 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 due to the generally level topography and the fact that the bike path would be constructed along an existing roadway with a storm drain system in place. During construction, substantial soil erosion would be avoided through conformance with a NPDES Construction General Permit. This permit would include preparation 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 structures (e.g., bridge and abutments, cantilevered deck, footings) and paving designed by a licensed civil engineer that would be incorporated into the bike path. Therefore, impacts related 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 Items 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, the proposed project does not include the construction of habitable structures, and construction of the proposed bike path would incorporate standard engineering procedures. 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 generally high in clays or silts that shrink or swell with variation in moisture content. Underlying soils in 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 wastewater disposal systems where sewers are not available for the disposal of wastewater?**

**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?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

The following discussion is based on an Air Quality and Greenhouse Gas Emissions Impact Assessment prepared for the project by HELIX, which is included as Appendix A of this IS/MND.

### 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.** A report prepared by the California Air Pollution Control Officers Association (CAPCOA), titled *CEQA & Climate Change* (CAPCOA 2008), identifies an annual generation rate of 900 metric tons (MT) of carbon dioxide equivalents (CO<sub>2</sub>e) as a screening threshold to determine if additional greenhouse gas (GHG) analysis should be conducted. If a project exceeds the annual 900 MT screening threshold, then a potentially significant GHG emissions impact could occur and preparation of a detailed quantitative GHG analysis would be required. The County of San Diego has used this screening level threshold in evaluating potential GHG emissions impacts. The CAPCOA annual 900-MT screening threshold is used in this analysis to assess the potential for GHG impacts to occur from the project. GHG emissions associated with the project include those from construction and operations, as discussed below.

### **Construction**

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 would be CO<sub>2</sub> from gasoline and diesel combustion, with more limited vehicle tailpipe emissions of nitrous oxides and methane. 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 annual 900 MT of CO<sub>2</sub>e screening level 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.

<b>Table 4</b>	
<b>CONSTRUCTION GHG EMISSIONS (MT/yr)</b>	
<b>Construction Activity</b>	<b>CO<sub>2</sub>e</b>
Grubbing/Land Clearing	10
Grading/Excavation	95
Drainage/Utilities/Sub-Grade/Retaining Walls	101
Paving/K-Rail Placement	17
<b>TOTAL</b>	<b>223</b>
Amortized Construction Emissions	5
<b>County of San Diego Threshold</b>	<b>900</b>
<b>Significant Impact?</b>	<b>No</b>

Source: Air Quality and Greenhouse Gas Emissions Impact Assessment for the Bayshore Bikeway Segment 8B Project (HELIX 2016a).

## 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 regional GHG emissions over the project's lifetime. As described in *San Diego Forward: The Regional Plan*, bicycle improvements are part of an adopted regional strategy to achieve reductions in GHG 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 associated reductions in air pollutant emissions from on-street transportation sources. Therefore, implementation of the proposed project would represent a positive impact on long-term GHG emissions, 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 above in Item 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 modes. As such, the project would be consistent with the *San Diego Forward: The Regional Plan* (including the Sustainable Communities Strategy), which is the regional planning document that includes future transportation projects (the proposed project included) and addresses how the region will reduce GHG emissions to state-mandated levels over time. In addition, the project would be consistent with the goals of *Riding to 2050, San Diego Regional Bicycle Plan* to increase bicycle commuters in order to help achieve transportation goals such as providing an alternative to driving and reducing vehicle miles traveled and GHG emissions. 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. No associated impacts would occur.

## 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following discussion is based on a Phase I Environmental Site Assessment (ESA) completed for the project by Allied Geotechnical Engineers, Inc., which is included as Appendix E of this IS/MND.

### 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. Associated hazards impacts would be less than significant.

**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 Impact.** Potential release of hazardous materials and/or wastes during project construction is discussed above in Item 7.8.a. As noted therein, potential impacts associated with construction-related hazardous materials would be less than significant based on compliance with regulatory requirements and standard construction BMPs. Additionally, the potential to encounter contaminated soils and/or groundwater during construction activities is low, as discussed in Item 7.8.d. Long-term operation of the proposed bike path would not involve the use or transport of hazardous materials. Infrequent operation of maintenance vehicles may involve the use of cleaning agents or other chemicals typically used for maintenance, but the types of such agents transported in maintenance vehicles would not be considered acutely hazardous substances. 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. Associated impacts would be less than significant.

**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 school to the project site, Harborside Elementary School, is located approximately 0.4 mile to the east (across I-5) and the next closest school, Greater San Diego Academy Charter School, is located approximately 0.6 mile to the southeast. Other schools are located over one mile from the project site. 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 Impact.** A search of available regulatory agency databases was conducted to identify recorded sites and facilities within a one-mile radius of the project site that could pose a potential health and safety risk to the project site. A total of 82 sites within the search radius were identified in the database search; however, all but two listed sites are considered low risk sites, which would not pose an environmental hazard to people walking and

bicycling along the proposed bike path. Two listed sites were considered high risk sites, or sites identified as having the potential to pose a potentially significant health and safety risk. These two sites are discussed below.

### *ARCO Service Station*

The ARCO service station, located at 800 Palomar Street in Chula Vista, is approximately 0.20 mile east of the northern terminus of the proposed bike path alignment on the east side of I-5. Soil contaminants consisting of petroleum hydrocarbons and methyl tertiary butyl ether (MTBE) were discovered at this site in March 2003 during dispenser and product line replacement activities. Based on the contamination, Site Assessment and Mitigation (SAM) Case Number H20112-001 was opened in June 2003. It was determined that the majority of hydrocarbon impacted soil contamination remained on-site. MTBE concentrations greater than 1 mg/kg in soil was found at depths between 40 and 45 feet below ground surface (bgs) in the southerly portion of the site, possibly extending off site below Walnut Avenue and Palomar Street. It was also determined that dissolved benzene and MTBE in groundwater largely remained on-site, with the concentrations attenuating a short distance off the site. Groundwater flow at the site was determined to be in a northwesterly direction. The site elevation is approximately 51 feet higher than the project alignment, and depth to groundwater at the site varied from 37.7 to 46.1 feet bgs.

It is unlikely that hydrocarbon contamination from the ARCO site has affected soils and/or groundwater underlying the project alignment based on the following: (1) the ARCO site is located across I-5 and approximately 0.2 mile to the east, (2) the soil and groundwater contamination is reported to be largely confined to the service station site, and (3) groundwater flow at the ARCO site is in a northwesterly direction (which is in a direction away from the project site).

### *South Bay Salt Works*

The South Bay Salt Works is located adjacent to the west side of the proposed bike path alignment along Bay Boulevard and a maintenance yard is located on the east side of Bay Boulevard. The results of the database search indicated that approximately 0.2 ton of contaminated soil from a site cleanup was disposed of at a transfer station in 1997 and in 1998, three underground storage tanks (USTs) were removed from the site. An above ground storage tank (AST) is currently located within their maintenance yard on the east side of Bay Boulevard. There are no reports of leaks/releases from the previous USTs or the existing AST, and there are no recorded air pollution or other air quality issues pertaining to the salt mining operations on file. During high wind conditions, it is possible that airborne particles from the salt ponds may drift toward the project site, but the public health hazard associated with exposure to airborne particles is considered low to very low for people walking and bicycling along the proposed bike path because of the anticipated frequency and duration of high wind events combined with the transitory nature of potential exposure to such events as people would pass by the salt ponds while traveling along the bike path.

Based on the foregoing, listed hazardous materials sites in the project vicinity would not pose a significant health hazard for people who would utilize the proposed bike path. Associated hazards impacts would be less than significant.

- 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?**

**Less Than Significant Impact.** The Naval Outlying Landing Field (NOLF) Imperial Beach Airport Land Use Compatibility Plan (ALUCP) identifies the project site as being located within the Airport Influence Area (AIA) of NOLF Imperial Beach, which is located approximately 2.5 miles to the southwest (San Diego County Regional Airport Authority 2015). The NOLF AIA is divided into Review Area 1 and Review Area 2. Review Area 1 is defined by the combination of the 60 decibel noise contour and the outer boundary of all safety zones. All ALUCP policies and standards apply within Review Area 1. Review Area 2 is defined by the combination of the airspace protection and overflight boundaries beyond Review Area 1. Only airspace protection and overflight policies and standards apply within Review Area 2. Review by the Airport Land Use Commission is required for land use plans and regulations within Review Area 2 that propose increases in height limits and for land use projects that would create hazards related to glare, lighting, electromagnetic interference, dust, water, vapor, smoke, thermal pulses, and bird attractants.

The project site is located within Review Area 2 and in an area subject to only the airspace protection policies and standards for the protection flight safety that are contained in the ALUCP. No tall structures or other vertical elements are proposed that would require notification to the Federal Aviation Administration or pose a safety hazard to airport operations or people using the bike path. Proposed features and surfaces of the bike path would not be reflective and would not produce glare effects that would interfere with the vision of pilots or air traffic controllers. Proposed lighting would not be the type, or at a height or intensity, that would create potential aircraft safety hazards. The project would not create electromagnetic interference or thermal pulses. No columns of dust, water vapor, or smoke would be generated by the project that would impair the visibility of pilots. Additionally, the project is not a type listed in the ALUCP as a bird attractant. Given the consistency with applicable policies of the NOLF ALUCP, no safety hazards impacts would occur.

- 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 site is located in an urbanized area surrounded by developed land and is not located within or adjacent to an area designated as a Very High Fire Hazard Severity Zone by the City of San Diego Fire-Rescue Department (City of San Diego 2009). The project site is located approximately 0.4 mile from the Otay River corridor, which is a wildland area and designated as a Very High Fire Hazard Severity. However, the project does not propose any habitable structures or other combustible components that would increase the potential for wildfires within the nearby Otay River corridor. In addition, the project is not expected to result in the congregation of large numbers of people at any one time. Impacts related to the exposure of people or structures to wildfires would be less than significant.

**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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
h. Place within a 100-year flood hazard area, structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following discussion is based on a Water Quality Assessment Report (WQAR) completed for the project by Quality Infrastructure Corporation (QIC), which is included as Appendix F of this IS/MND.

**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 Item 7.6.b, construction of the bike path could result in short-term erosion and sedimentation. However, substantial soil erosion would be avoided through conformance with a NPDES Construction General Permit and incorporated BMPs in the SWPPP for erosion control. The WQAR requires temporary erosion control methods such as the use of geotextiles, mats, plastic covers, blankets, and fiber rolls. Compliance with the requirements of the NPDES Construction General Permit and the WQAR 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 project does not propose the use of groundwater. While the proposed project would result in the addition of some impervious surfaces, the new impervious surfaces proposed as part of the project would encompass a small area (approximately 0.32 acre). The project would not significantly impact local groundwater recharge due to the relatively small development area involved and the fact that the project would not substantially increase the impervious surface area. Therefore, impacts 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.** Existing drainage patterns in the project area flow south to north generally south of Palomar Street and north to south generally north of Palomar Street. South of Ada Street, drainage sheet flows northerly across Bay Boulevard and into an open drainage ditch at Ada Street. This drainage ditch extends parallel to Bay Boulevard and flows south to north and then turns west and eventually flows into San Diego Bay. North of Palomar Street, the existing drainage pattern flows north to south, with runoff conveyed via curb and gutter along Bay Boulevard and into a curb inlet at Palomar Street that outlets into the drainage ditch that extends westward and flows into San Diego Bay. The proposed project would not alter the overall existing drainage patterns. Post-construction runoff would continue to be directed to the existing drainage ditches and ultimately into San Diego Bay, but on-site drainage areas would change due to the addition of impervious surfaces (0.32 acre) associated with the bike path and proposed drainage facilities. Post-construction drainage would be directed from the bike path into a pervious concrete shoulder or a proposed bioswale and then conveyed to the existing drainage ditches via catch basins and pipelines. Near Palomar Street, the existing curb inlet would be modified and two inlets and pipelines would be constructed: one north of Palomar Street that would extend under existing Bayshore Bikeway Segment 8A and outlet into the adjacent drainage ditch, and one at the northern terminus of the bike path that would outlet into the drainage ditch parallel to Bay Boulevard. From there, flows would be conveyed southerly within the existing drainage ditch and then westerly as the ditch turns to the west. The net increase in impervious area (0.32 acre) would increase the 100-year on-site storm flow by 3.2 cubic feet per second, but the change in runoff rate would be accommodated by the proposed drainage facilities described above and would not result in substantial erosion, siltation and/or flooding. The project drainage analysis (Appendix 1 of the WQAR) concluded that the existing drainage ditch along Bay Boulevard would overtop its banks and flood adjacent areas with low velocity subcritical flow under No Project conditions (i.e., existing conditions) during 50-year rainfall intensities coinciding with mean high tide levels. The project has been designed to maintain the cross-sectional area of the drainage ditch without substantial reduction in its conveyance capacity. Accordingly, the project would not worsen the project area's existing potential to flood during heavy rain events. 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. Therefore, impacts would be less than significant.

- 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 Items 7.9.c-d, the addition of 0.32 acre of impervious area would increase the on-site 100-year storm flow by 3.2 cubic feet per second, but the proposed drainage facilities (described above in Items 7.9.c-d) would accommodate the net increase in runoff generated by the project. The project has also been designed to maintain the cross-sectional area of the drainage ditch along Bay Boulevard without substantial reduction in

its conveyance capacity. Thus, there would not be a substantial increase in runoff from the proposed project and runoff volumes would not exceed the capacity of existing and proposed storm drain facilities. As discussed in Item 7.9.a, the project could result in polluted runoff; however, the potential for water quality impacts would be minimized through compliance with the NPDES Construction General Permit and WQAR. 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 Item 7.9.a, the project would not substantially degrade water quality through compliance with the NPDES Construction General Permit and WQAR. 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?**

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

**g-h. No Impact.** The project alignment is located outside of the mapped 100-year flood zone (Federal Emergency Management Agency 1997). The proposed project does not involve construction of residential units or any structures that could contain housing. Thus, no impacts associated with flooding would occur.

**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?**

**No Impact.** As discussed above in Items 7.9.g-h, the bike path alignment would not be located within a mapped 100-year floodplain zone. Additionally, 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. Earthen levees are located to the west of the project site within the South Bay Salt Works facility, but these function to separate the salt ponds associated with the adjacent salt production operations and not for flood control. They are not listed in the USACE National Levee Database (USACE 2016). Accordingly, no flood-related impacts to people or structures would occur.

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

**Less Than Significant Impact.** The project site is located within a Tsunami Inundation Area as shown on the Tsunami Inundation Map for Emergency Planning, Imperial Beach Quadrangle (California Emergency Management Agency 2009). Thus, it could potentially be inundated in the event of a large catastrophic tsunami or seiche. Although the likelihood of such an event is extremely low, it cannot be completely discounted given the seismically active region of southern California. However, given that the proposed project does not include the construction of any structures, such as residences or businesses where people would be for long periods of time and given the low potential for an actual catastrophic tsunami or seiche to occur, impacts

would be less than significant. Additionally, the project site would not be subject to impacts related to inundation by mudflow based on topography in the project area.

### 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### a. Would the project physically divide an established community?

**No Impact.** The proposed project would include the construction of a bicycle facility adjacent to an existing roadway that would connect the existing Class I Bayshore Bikeway Segment 8A at Palomar Street to Bay Boulevard and will eventually connect to the existing Class I Bayshore Bikeway Segment 9 to the south. 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. The proposed bicycle facility may 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 located within the Otay Mesa-Nestor neighborhood of the City of San Diego. The proposed project would not conflict with applicable land use plans, policies, or regulations, including *San Diego Forward: The Regional Plan*; the *City of San Diego General Plan*; *Otay Mesa-Nestor Community Plan*; *Chula Vista General Plan*; *Chula Vista Bayfront Local Coastal Program*; *Riding to 2050, San Diego Regional Bicycle Plan*; *San Diego Bicycle Master Plan*; and the *Bayshore Bikeway Plan*. The proposed project would be consistent with applicable goals and guidelines contained in these land use plans.

The proposed project would be consistent with the sustainability goals of *San Diego Forward: The Regional Plan* in that it would provide and construct a partial segment of the Bayshore Bikeway and increase the amount of Class I bikeways within the region, which would contribute towards the goal to provide increased transportation choices and an alternative to single

occupancy vehicle commuting in an effort to reduce vehicle miles traveled and air emissions. The Bayshore Bikeway is identified in *San Diego Forward: The Regional Plan* as a Class I bike path that is part of the regional bike network (Figures 2.14 and 2.15).

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* (City of San Diego 2008a). 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 Vision of the Salt Ponds section of the *Otay Mesa-Nestor Community Plan* calls for a transportation link for residents in the Otay Mesa community to neighboring communities via a trail system and the Bayshore Bikeway (City of San Diego 1997). Additionally, one of the strategies in the Salt Ponds section is to “plan and implement a section of the Bayshore Bikeway in the vicinity of the Salt Ponds.” Consistent with these community plan policies, the project would implement a portion of the Bayshore Bikeway within this community that would help to connect to existing Bayshore Bikeway segments 8A and 9.

The Land Use and Transportation Element (Figure 5-16) of the *Chula Vista General Plan* (City of Chula Vista 2005) identifies existing and proposed bikeways within the Chula Vista Bayfront and an existing route along portions of Bay Boulevard. The Bayshore Bikeway is identified in Section 5.7 of the Land Use and Transportation Element of the *Chula Vista General Plan* as a Class I segment along the Bay’s east side and planned to route through Chula Vista Bayfront. In addition, Planning Factor 7.11 of the Land Use and Transportation Element is to increase mobility through the use of bicycles and walking. The proposed project would be consistent with this goal as it would provide additional and improved bicycle facilities in Chula Vista that would connect to facilities in surrounding communities.

The project is located entirely within the Coastal Zone. The portion of the site located within the City of San Diego is within a “Deferred Certification Area,” meaning that is not addressed in the City of San Diego’s certified Local Coastal Program (LCP). The portion of the proposed bike path located within the City of Chula Vista is located within the *Chula Vista Bayfront Local Coastal Program* (City of Chula Vista 2015). The Bicycle Network Circulation Map (Exhibit 9c) of Chula Vista’s LCP shows a bicycle route along Bay Boulevard, consistent with the portion of the proposed bike path alignment within the City of Chula Vista (near Palomar Street). The Chula Vista LCP also contains policies calling for the implementation of the Bayshore Bikeway, such as Policy PB.1.E, which states the bicycle routes shown on the Bicycle Network Circulation Map “will consist of constructing a segment of the planned Bayshore Bikeway regional bicycle route.”

The project would be consistent with the goal of the *Riding to 2050, San Diego Regional Bicycle Plan* to increase the number of people who bike by providing an interconnected network of bicycle corridors that would enable residents to bicycle with greater safety, directness, and convenience within and between major regional destinations and activity centers. The Bayshore Bikeway is identified in the *Riding to 2050, San Diego Regional Bicycle Plan* as a major regional bicycle facility.

The proposed project would be consistent with the goals of the *San Diego Bicycle Master Plan* (City of San Diego 2013), including helping to provide a viable alternative travel choice for residents, adding to a safe and comprehensive local and regional bikeway network (specifically, the Bayshore Bikeway), and providing benefits from increased bicycling to environmental quality, public health, recreation, and mobility.

The project would be consistent with the *Bayshore Bikeway Plan* (SANDAG 2006) in terms of alignment and facility type. The *Bayshore Bikeway Plan* recommends a Class I bikeway that would extend along Bay Boulevard and potentially through the South Bay Salt Works facility. Consistent with this recommendation, the project would construct a portion Bayshore Bikeway Segment 8A between Palomar Street and the main entrance to the Salt Works facility along Bay Boulevard.

In sum, the proposed bike path would support the goals, objectives, and policies to increase the use of bicycles in adopted land use plans, and also would implement a partial segment of the Bayshore Bikeway that is identified in adopted 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. As discussed in Item 7.4.f, although not subject to the MSCP, the project would conform to 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

**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 within areas identified as Mineral Resource Classification Zone Category 2 (MRZ-2), which are areas designated for the managed production of mineral resources (City of San Diego 2008a). The South Bay Salt Works facility is located adjacent to the proposed alignment, and this facility consists of a commercial solar salt production operation that includes a series of diked ponds that facilitate the concentration and precipitation of salts from the San Diego Bay. This facility encompasses over 1,000 acres and has been operational for over 100 years at this location. The project site is mostly developed or disturbed and is not used for mineral resource recovery. It is not delineated as a mineral resource recovery site on any land use plans. Project implementation would not impact the adjacent Salt Works facility or its ability to continue to operate as an active mineral resource operation that is a unique local mineral resource site. As the project site is not currently used, or planned for use, as a mineral resource recovery site and would not affect the adjacent Salt Works facility, 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?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

**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 not considered sensitive to noise. Surrounding developed land uses are comprised of commercial, industrial, and residential development. The nearest residential use area is located approximately 150 feet east of the project site along Stella Street. An evaluation of potential noise impacts is provided below.

### **Construction Noise**

The City of San Diego limits construction activity to between the hours of 7:00 AM and 7:00 PM, as specified in Section 21.04 of the San Diego Municipal Code. Project construction activities are expected to comply with this restriction. Construction noise during that 12-hour period is limited to a maximum average of 75 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. The Federal Highway Administration Roadway Construction Noise Model lists the noise level of a backhoe as 73.6 dBA at 50 feet. The nearest residential receiver is located approximately 150 feet to the east. The noise level of a small excavator would be reduced to approximately 65 dBA at a distance of 150 feet (assuming an attenuation factor of 6 dBA per doubling of distance with direct line of sight between the noise source and receiver). As construction noise is anticipated to be less than 75 dBA  $L_{EQ}$  at these noise-sensitive uses, no significant noise impacts would occur from construction of the proposed project.

### **Project Operations**

The proposed facility would be used by people walking and biking. 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. Existing ambient noise from roadways and commercial and industrial uses would likely mask these conversations at nearby noise-sensitive receptors, particularly because nearby noise-sensitive receptors are located at a distance of 150 or more feet from the proposed bike path. Operational noise associated with infrequent maintenance of the bike path would not be substantial and would also be masked by existing ambient noise levels in the project area. As a result, operational noise from use and maintenance of the bike path would not have an adverse impact on nearby noise-sensitive land uses, and impacts would be less than significant.

#### **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 proposed project does not include any components that would generate excessive ground-borne vibration or ground-borne noise levels. While equipment used during project construction may result in the generation of minimal levels of ground-borne vibration, these would be temporary and transitory in nature. Therefore, impacts related to ground-borne vibration and noise would be less than significant.

**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 create or contribute to a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. As discussed in Item 7.12.a, recreational usage noise and infrequent maintenance activities would be masked by existing ambient noise associated with roadways and commercial and industrial uses. Therefore, impacts would be less than significant.

**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 in Item 7.12.a, 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 Item 7.12.a, operational noise levels would not substantially elevate ambient noise levels in the project vicinity, either permanently or periodically. Associated impacts would be less than significant.

**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.** As discussed in Item 7.7.e, the project site is located in the AIA of NOLF Imperial Beach, which is located approximately 2.5 miles to the southwest. The site, however, is not located within any of the noise contours identified on the Noise Contour Map contained in the NOLF ALUCP. 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**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 because no housing or new businesses are proposed. The project area is already developed, and bike path users not living in the vicinity of 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 homes. Therefore, no impact would occur.

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

**No Impact.** The project would not result in the removal of any existing homes or the displacement of any residents or businesses. 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:				

Environmental Issue		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
i.	Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
ii.	Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
iii.	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
iv.	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
v.	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

**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 Impact.** The project site is located in a developed urban area currently served by existing public services, including fire and police protection. The project 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. Additionally, a traffic control plan would be implemented during project construction that would include provisions to maintain vehicle access on Bay Boulevard and other surrounding roadways for emergency vehicles. Therefore, no new facilities would be required which could result in adverse physical changes in the environment. Associated 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 parks 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?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

**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.** There are no neighborhood and/or regional parks located in the project vicinity. Although the bike path is considered a transportation facility, it is expected to encourage recreational bicyclists to use the bike path to obtain access to recreational facilities within the project area, including other constructed segments of the Bayshore Bikeway, destinations along the bayfront, and other areas served by the regional bicycle system. However, recreational bicyclists can currently access these recreation facilities from other areas discussed above. As a result, the increase in use of recreational facilities which can be accessed from the proposed bike path would not be substantial. Therefore, 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?**

**No Impact.** The proposed project does not include the construction or expansion of recreational facilities. While the project includes bicycle facilities and related components, such facilities are intended to increase bicycle transportation and connectivity and safety. Although this project is considered an expansion of transportation infrastructure, the bicycle roadway improvements and bike path could be used for recreational purposes. The project itself does not require the construction or expansion of recreation facilities; therefore, no impact would occur.

## 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 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 proposed project would be consistent with *San Diego Forward: The Regional Plan*, which is the applicable plan establishing multimodal performance measures for the regional transportation system. The proposed project would also be consistent with the *Riding to 2050*, *San Diego Regional Bicycle Plan* and the *Bayshore Bikeway Plan*. The proposed bike path would improve the performance of the circulation system and contribute to reduced vehicular miles traveled by providing an alternative to single occupancy vehicle commuting and increasing the amount of Class I bikeways within the region and constructing a partial segment of the Bayshore Bikeway that will eventually provide a continuous multi-use trail around the

San Diego Bay to provide connections to employment centers, recreation facilities, and Bayfront destinations. The City of San Diego's General Plan Mobility Element and *Bicycle Master Plan* emphasize making bicycling a viable travel choice to improve circulation efficiency in the area, and the project would be consistent with this goal.

- 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 Item 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 bike path would be constructed as a Class I facility, which entails a path within an exclusive right-of-way separated from motorists. The bike path termini would occur at two existing driveways (at Palomar Street and at the South Bay Salt Works main entrance) and would be designed to provide adequate site distance and safe travel across the driveways such that it would not create a hazard for motorists or people walking or bicycling along the proposed bike path. The driveway at Palomar Street comprises one leg of an all-way, stop-controlled intersection. Detectable warnings (truncated domes) would be installed on curb ramps and signage would be painted on the bike path (i.e., "DWY XING") at both driveways to alert people using the bike path of possible cross traffic. Additionally, enhanced bicyclist safety would be provided through the construction of a separate transportation facility for bicyclists and pedestrians. Based on these design considerations, traffic hazard impacts would be less than significant.

- e. Would the project result in inadequate emergency access?**

**No Impact.** Primary access to all major roads would be maintained during construction and operation of the proposed project. No impacts related to emergency access impacts would occur.

**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, *San Diego Forward: The Regional Plan*; the *City of San Diego General Plan*; *Riding to 2050, San Diego Regional Bicycle Plan*; *City of San Diego Bicycle Master Plan*; *Otay Mesa-Nestor Community Plan*; and *Bayshore Bikeway Plan* all support the development of bikeways that improve connectivity and provide a viable travel alternative choice. In addition, as discussed in Item 7.16.d, 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. No associated impacts would occur.

**7.17 Utilities and Service Systems**

<b>Environmental Issue</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the proposed project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**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 RWQCB 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 of the proposed bicycle facility would involve minimal water use associated with watering for dust control and soil compaction associated with grading activities during construction. Operation of the bike path may require minimal water use for infrequent maintenance activities, such as pavement sweeping. 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 With Mitigation Incorporated.** Proposed storm drain facilities include a new curb inlet and pipe just north of Palomar Street, curb and gutter just south of Palomar Street, and modifications to an existing curb inlet just south of Palomar Street. The proposed new storm drain inlet would be installed on the west side of Bay Boulevard just north of Palomar Street and a drainage pipe would extend westward from the inlet, under the existing Bayshore Bikeway Segment 8A and into the vegetated drainage ditch adjacent the roadway. This drainage contains sensitive vegetation (coastal brackish marsh) and impacts would occur to a small area (approximately 36 square feet) of this vegetation. The other proposed storm drain facilities would occur in developed areas and would not result in potentially significant environmental effects. Implementation of mitigation measures BIO-1 and BIO-2 identified in Section 7.4 would reduce impacts resulting from the proposed storm drain facilities to below a level of significance.

**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 long-term demand for water use. Infrequent maintenance activities of the bike path could require a negligible amount of water, but would not require construction or expansion of existing water supply facilities or entitlements. Thus, impacts related to water supply 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 Impact.** Construction activities may generate solid waste. However, the contractor would be required to dispose of any waste through appropriate coordination with local landfills on a short-term basis. While some users of the bike path may have solid waste to dispose of while using the facility (e.g., food wrappers, beverage bottles, etc.), no significant quantity of trash would be generated and thus, the project would not significantly impact regional landfills. Therefore, less than significant impacts would occur.

- 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- 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 because (1) the amount of project impacts to native vegetation would be relatively small as discussed in Item 7.4.b; (2) impacts to wetlands would occur in a roadside drainage ditch and upland impacts (temporary impacts to non-native grassland) would occur within otherwise disturbed vacant land that does not exhibit high quality wetland and upland habitat; and (3) no impacts to special status species would occur as discussed in Item 7.5.a. The loss of habitat would not be sufficient to cause fish or wildlife populations to drop below self-sustaining levels. Furthermore, the project would mitigate for the loss of sensitive vegetation (mitigation measures BIO-1 through BIO-5). Impacts to nesting birds would be minimized by implementing construction activity setbacks in the vicinity of active nests (mitigation measure BIO-6).

No impacts to important examples of major periods of California history would occur, although two cultural resources occur within or directly adjacent to the project site, including the CBL and features associated with the WSCSW Historic District. The CBL is located adjacent and west of the project site, and construction of the bike path would temporarily encroach into the railroad ROW that contains the CBL for the purpose of construction access; however, construction access would be limited to the eastern six feet of the railroad ROW which does not contain the tracks or any other feature associated with the CBL. Impacts to the CBL associated with inadvertent construction access would be avoided with implementation of mitigation measure CUL-1, which requires installation of temporary fencing. As discussed in Item 7.5.a, the project would not result in the loss of overall integrity or adversely affect the character defining features of the WSCSW Historic District or its setting. With implementation of the identified mitigation, important examples of the major periods of California history or prehistory would not be eliminated.

- 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.** The proposed project could incrementally contribute to cumulative impacts associated with lighting, water quality, air quality and GHG emissions (during construction), and biological resources. 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. 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 single occupancy vehicle, resulting in a reduction in air emissions. Incremental impacts to biological resources would be less than significant with implementation of mitigation measures described under Section 7.4 (BIO-1 through BIO-6). In combination with other existing and proposed projects in the area, the project's contribution would not be cumulatively considerable.

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

**Less Than Significant Impact.** With the adherence to regulatory codes, ordinances, regulations, standards, and guidelines, construction and operation of the proposed project would not cause a substantial adverse effect on human beings either directly or indirectly. While one property in the vicinity of the project has a documented case of soil and groundwater contamination, it is unlikely that the contaminated soils and groundwater have affected the project site, as discussed in Item 7.8.d. It is also possible that during high wind conditions, airborne particles from the nearby salt ponds may drift toward the project site, but the public health hazard associated with exposure to airborne particles is considered low to very low for people walking and bicycling along the proposed bike path because of the anticipated frequency and duration of high wind events combined with the transitory nature of potential exposure to such events as people would pass by the salt ponds while traveling along the bike path. Thus, no substantial adverse direct or indirect effects on human beings would be related to the project.

## 8.0 Distribution List

### FEDERAL AGENCIES

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United States Army Corps of Engineers  
Attn: Meris Guerrero  
La Place Court, Suite 100  
Carlsbad, California 92008

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

### STATE AGENCIES

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

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

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

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

Caltrans District 11  
4050 Taylor Street  
San Diego, CA 92110

California Coastal Commission  
Attn: Melody Lasiter  
7575 Metropolitan Drive, #103  
San Diego, CA 92108

### LOCAL AGENCIES/ORGANIZATIONS/INDIVIDUALS

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City of San Diego, Planning Department  
202 C Street  
San Diego, CA 92101

Otay Mesa - Nestor Branch Library  
3003 Coronado Avenue  
San Diego, CA 92154

MTS  
Attn: Sharon Cooney  
1255 Imperial Avenue  
San Diego, CA 92101

South Chula Vista Library  
389 Orange Avenue  
Chula Vista, CA 91911

Otay Mesa – Nestor Planning Group  
Attn: Alberto Velasquez  
3842 Chanute Street  
San Diego, CA 92154

South Bay Salt Works  
Attn: Gene Mullenix  
1470 Bay Boulevard  
Chula Vista, CA 91911

Law Office of Cynthia L. Eldred  
Cynthia L. Eldred ACP  
2481 Congress Street  
San Diego, CA 92110

M/A Gabae  
c/o Stacey Brenner  
GQHC, LLC  
915 L Street, Suite 1270  
Sacramento, CA 95814

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

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Federal Emergency Management Agency

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Federal Highway Administration

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HELIX Environmental Planning, Inc. (HELIX)

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Quality Infrastructure Corporation

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San Diego Association of Governments (SANDAG)

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