

FINAL

**Robinson Avenue Bikeway
San Diego Association of Governments
City of San Diego
San Diego County, California**

**~~Public Review Draft~~Final
Initial Study/Mitigated Negative Declaration**

Prepared by:

**San Diego Association of Governments
401 B Street, Suite 800
San Diego, California 92101**

~~JANUARY~~ MAY 2016

Draft-Final Mitigated Negative Declaration Robinson Avenue Bikeway

PREFACE

This is a Final Initial Study/Mitigated Negative Declaration (MND), prepared pursuant to the California Environmental Quality Act (CEQA), addressing the potential environmental effects of the implementation of the Robinson Avenue Bikeway Project. The Draft MND was circulated for a 30-day public review period from January 5, 2016 to February 4, 2016 (State Clearinghouse No. 2016011007). Comments received during the public review period, as well as responses to the environmental issues raised in the comments, are provided in Appendix G of the Final MND.

In response to comments received on the Draft MND, minor revisions and clarifications have been made to the Final MND. All revisions are shown in ~~strikeout~~ and underline in the Final 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 Mitigated Negative Declaration is based consist of the following documents, at a minimum:

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

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Robinson Avenue Bikeway

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**~~Draft~~ Final Mitigated Negative Declaration
Robinson Avenue Bikeway**

TABLE OF CONTENTS

<u>Section</u>	<u>Page No.</u>
PREFACE.....	I
1 INTRODUCTION.....	1
1.1 Project Overview	1
1.2 California Environmental Quality Act Compliance	1
1.3 Public Review Process	1
2 PROJECT DESCRIPTION	7
2.1 Project Location and Environmental Setting	7
2.2 Project Components	8
2.2.1 Robinson Avenue Bikeway Elevated Shared-Use Path.....	8
2.2.2 Other Components	13
2.2.3 Construction.....	14
3 SANDAG DISCRETIONARY ACTIONS	17
4 OTHER AGENCY PERMITS AND APPROVALS	19
5 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED	21
6 DETERMINATION	23
7 CEQA INITIAL STUDY CHECKLIST.....	25
7.1 Aesthetics	25
7.2 Agriculture and Forestry Resources.....	28
7.3 Air Quality	30
7.4 Biological Resources	36
7.5 Cultural Resources	42
7.6 Geology and Soils	45
7.7 Greenhouse Gas Emissions.....	49
7.8 Hazards and Hazardous Materials	51
7.9 Hydrology and Water Quality.....	55
7.10 Land Use and Planning	60
7.11 Mineral Resources	61
7.12 Noise	62
7.13 Population and Housing.....	67
7.14 Public Services.....	68
7.15 Recreation	69
7.16 Transportation and Traffic	70

**~~Draft~~ Final Mitigated Negative Declaration
Robinson Avenue Bikeway**

TABLE OF CONTENTS (CONTINUED)

<u>Section</u>	<u>Page No.</u>
7.17 Utilities and Service Systems.....	75
7.18 Mandatory Findings of Significance.....	78
8 DISTRIBUTION LIST	81
9 REFERENCES AND PREPARERS	83
9.1 References Cited	83
9.2 List of Preparers	84

APPENDICES

A	Air Quality and Greenhouse Gas Emissions Analysis
B	Biological Assessment
C	Cultural Resources Letter Report
D	Noise Assessment Report
E	Traffic Assessment
F	<u>Mitigation Monitoring and Reporting Program</u>
G	<u>Responses to Comments</u>

FIGURES

1	Regional Map.....	3
2	Vicinity Map	5
3	Project Location	9
4	Bikeway Path Architectural Rendering - View East.....	11
5	Project Site Biological Resources Vegetation Map	39

TABLES

1	Estimated Construction Phasing	15
2	SDAB Attainment Classification	32
3	Estimated Maximum Daily Construction Emissions (pounds/day).....	33
4	Estimated Construction GHG Emissions.....	50

~~Draft~~ Final Mitigated Negative Declaration Robinson Avenue Bikeway

1 INTRODUCTION

1.1 Project Overview

The San Diego Association of Governments (SANDAG) proposes to construct the Robinson Avenue Bikeway (proposed project) within the North Park community of the City of San Diego, San Diego County, California (Figure 1, Regional Map). The proposed project would involve ~~physical~~ improvements to Robinson Avenue, Georgia Street, Florida Street, and Alabama Street between Park Boulevard to the west and Alabama Street to the east (Figure 2, Vicinity Map). The project would provide a bicycle and pedestrian facility to connect a missing section of Robinson Avenue between Florida Street and Alabama Street. Section 2 describes the specific locations and types of physical improvements that comprise the proposed project.

SANDAG is planning a network of bikeways in the City of San Diego's urban core to make it safer and easier for people of all ages and abilities to bike to more places within and between the North Park and Mid-City communities. The proposed project is one of the six segments that comprise the North Park/Mid-City Bikeways Project, although this segment has independent utility. These bikeways are being designed as protected bikeways and bicycle boulevards with traffic calming measures, enhanced crosswalks, and other street improvements. While the proposed project has independent utility, it is intended to connect with the larger regional network of bikeways if and when other elements of the network are constructed.

1.2 California Environmental Quality Act Compliance

As the Lead Agency for the proposed project under the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000-21189.), SANDAG prepared an Initial Study to determine if the proposed project would have a significant effect on the environment. As documented in the Initial Study Checklist and this Mitigated Negative Declaration (MND), all potentiality significant environmental effects of the proposed project would be less than significant with the implementation of mitigation measures. Therefore, pursuant to the *Guidelines for Implementation of the California Environmental Quality Act* (CEQA Guidelines) (Section 15070[b]) (14 CCR 15000-16387 and Appendices A through L), SANDAG has prepared an MND for the proposed project. Included in this draft of the MND is the Initial Study documenting the reasons supporting this finding.

1.3 Public Review Process

The Draft MND ~~is~~ was available for a 30-day public review period (Guidelines Section 15105). The public review period ~~will begin on~~ occurred from January 5, 2016 ~~to~~ Written ~~comments regarding the adequacy of the Draft MND must be received by~~ February 4, 2016.

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All written comments received during this review period are included in Appendix G along with written responses from SANDAG. ~~Comments should be~~ mailed or emailed to:

Lauren Esposito, Environmental Planner
SANDAG
401 B Street, Suite 800
San Diego, California 92101
Lauren.esposito@sandag.org

~~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. Written comments regarding the adequacy of the Draft MND must be received by February 4, 2016.~~

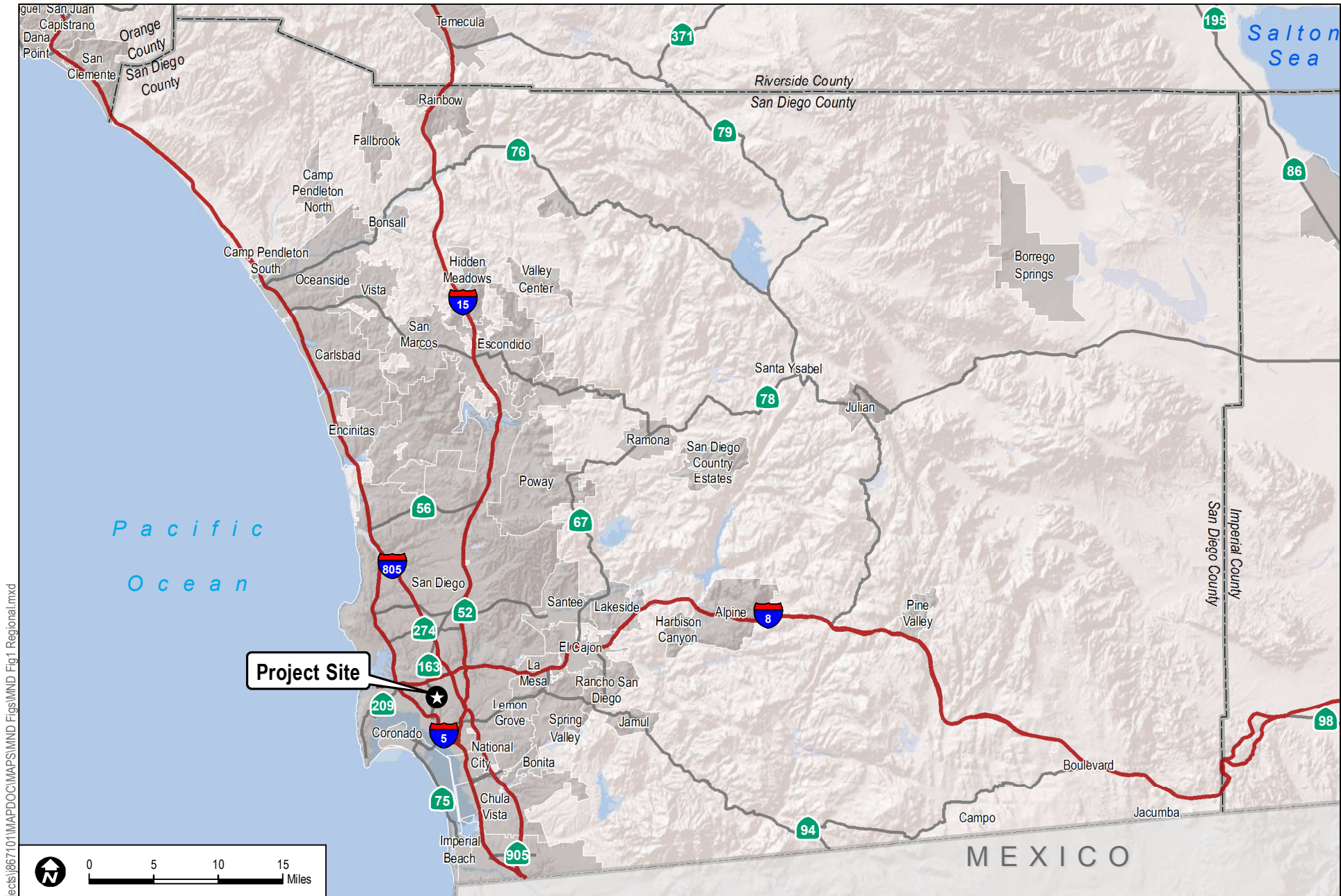
Copies of the Draft MND and supporting materials ~~are~~ were available online at KeepSanDiegoMoving.com/Robinson Bikeway and at the SANDAG offices at the address provided above. Copies of the Draft MND ~~are~~ were also available at the following public libraries:

University Heights Library
4193 Park Boulevard
San Diego, California 92103

North Park Library
3795 31st Street
San Diego, California 92104

~~SANDAG has scheduled~~ held a public meeting on the Robinson Avenue Bikeway Project and the Draft MND to accept additional public comment on the document:

January 14, 2016
6 – 8 p.m.
Grace Lutheran Church
3967 Park Boulevard
San Diego, California 92103



Document Path: Z:\Projects\1867101\MAPDOC\MAPS\MND Figs\I\MND Fig 1 Regional.mxd

FIGURE 1
Regional Map

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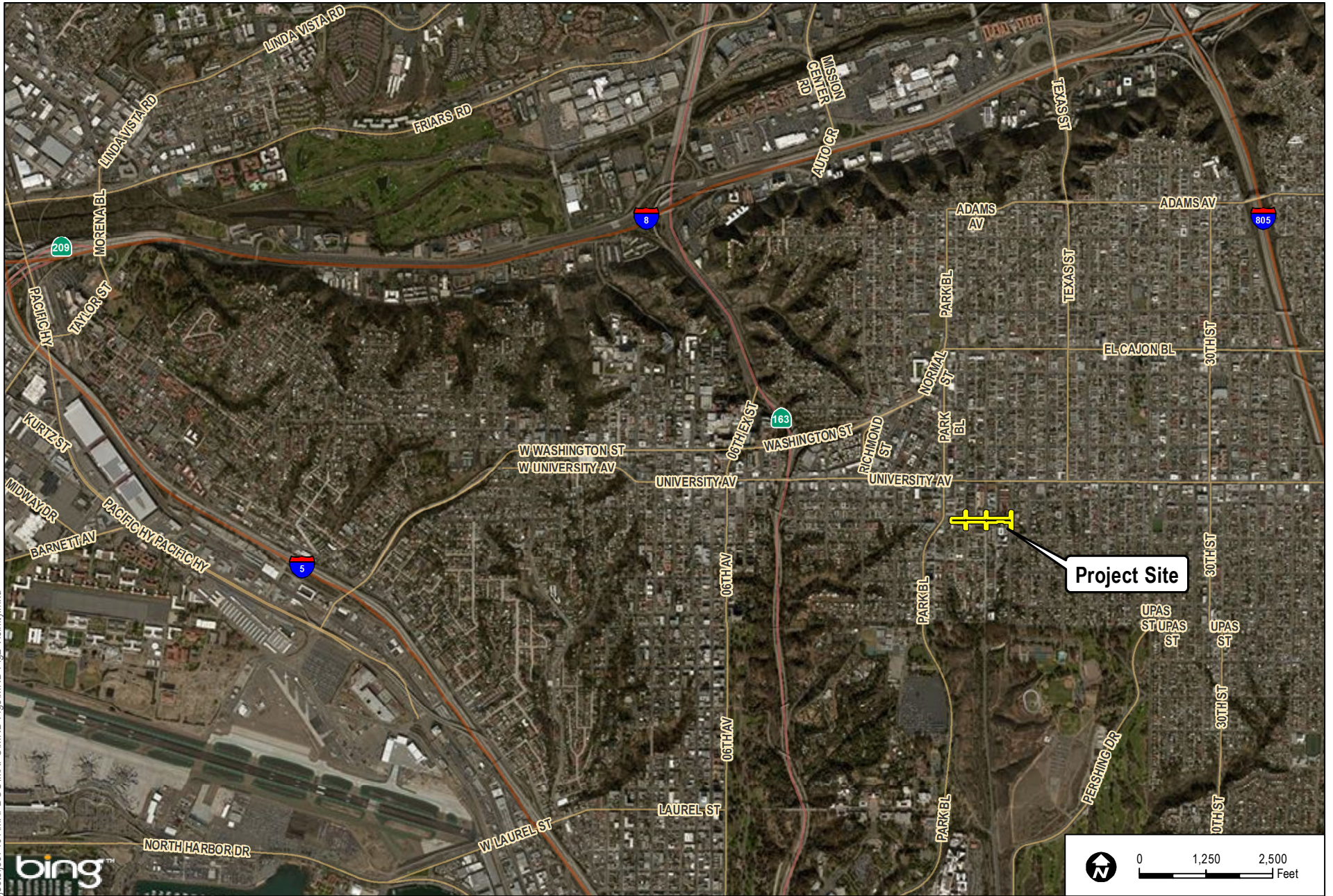


IMAGE SOURCE: USGS 7.5 MINUTE SERIES, POINT LOMA QUADRANGLE

FIGURE 2
Vicinity Map

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2 PROJECT DESCRIPTION

2.1 Project Location and Environmental Setting

The proposed project is located in the North Park community of the City of San Diego, along an approximately 0.2 mile segment of the Robinson Avenue public right-of-way (ROW) from just east of Park Boulevard to Alabama Street. The project site includes the approximately 150-foot long missing segment of Robinson Avenue between Florida Street and Alabama Street. Approximately 2,800 square feet of land would be acquired from a property to the north (Assessor Parcel Number 453-012-15-07 to 14). Residential properties abut the Robinson Avenue ROW on the north and south side of the project site, as shown on Figure 3, Project Location. In addition, the proposed project would result in the removal of approximately ~~22~~ 3 parking spaces along Robinson Avenue and associated intersections within the project site.

From Florida Street, Robinson Avenue extends approximately 170 feet east before ending at a traffic guardrail and the entrances to an alley that travels to the north and a private driveway that travels to the east. The western portion of Robinson Avenue slopes downward from Florida Street before reaching a traffic guardrail and two alley and private driveway entrances. Immediately east of this traffic guardrail is a private parking lot associated with the surrounding residences. At the entrance of the private parking lot for the surrounding residential land uses, Robinson Avenue extends approximately 120 feet east before intersecting with Alabama Street. At this location, existing residential properties and land uses lie adjacent to the project site.

The proposed project site on Robinson Avenue runs east-to-west and is intersected by ~~two~~ the following north-to-south roadways: Georgia Street, ~~and~~ Florida Street, ~~and~~ Alabama Street. The project proposes physical improvements to portions of ~~Georgia Street, Florida Street, and~~ Alabama Street that extend approximately ~~135 feet, 70 feet, and~~ 80 feet north and south of Robinson Avenue, respectively.

The proposed project location primarily consists of existing paved urban roadways located in a highly developed urban area. The proposed project site is surrounded on all sides by an existing mix of single and multi-family residential and commercial land uses, typical of the area. This segment of Robinson Avenue is classified as a two-lane collector road in the Greater North Park Community Plan with a posted speed limit of 25 miles per hour (City of San Diego 2006). Florida Street is also classified as a two-lane collector road with a posted speed limit of 25 miles per hour (City of San Diego 2006). While Georgia Street and Alabama Street do not have classifications in the Greater north Park Community Plan, both are developed similar to Robinson Avenue and Florida Street with posted speed limits of 25 miles per hour (City of San Diego 2006).

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The missing section of Robinson Avenue between Florida Street and Alabama Street consists of ornamental landscaping including mature trees, shrubs, and other plantings along the alleys and private driveways. Existing storm drains travel in both a north-south and east-west direction in this location. Private utilities, such as overhead and underground electrical and communication lines and gas laterals, are also present.

2.2 Project Components

Each component is described in detail below. The existing roadway capacities would remain unaffected by the development of the proposed project.

2.2.1 Robinson Avenue Bikeway Elevated Shared-Use Path

The proposed project would construct a bicycle and pedestrian facility (Class I bikeway) to connect a missing section of Robinson Avenue between Florida Street and Alabama Street. Approximately 2,800 square feet of land would be acquired from the property to the north (Assessor Parcel Number 453-012-15-07 to 14). Additionally, temporary construction easements would be acquired from both the property to the north (Assessor Parcel Number 453-012-15-07 to 14) and the property to the south (Assessor Parcel Number 453-190-39-00) to facilitate construction of the proposed bikeway path. An architectural rendering is provided in Figure 4, Bikeway Path Architectural Rendering - View East. The proposed bikeway path would span a portion of Robinson Avenue for a length of approximately 170 feet from the location of the existing traffic guardrail in the west to just west of Alabama Street, with its highest point on the west lying at approximately 261 feet in elevation above mean sea level (AMSL) and its lowest point lying at approximately 242 feet AMSL. Due to this change in elevation, the proposed bikeway path would slope downward at approximately 3% from Florida Street and then slope upward to match the existing Robinson Avenue longitudinal roadway slope on the approach to Alabama Street. The proposed bikeway path would be approximately 12 to 16 feet wide and evenly split into two 4 to 6 foot wide travel lanes in opposite directions with 2 foot shoulders on each side of the travel way (width of the bikeway path would be finalized upon final design). The maximum height of the bikeway path would be approximately 15 feet above existing ground along the centerline of the path.



AERIAL SOURCE: GOOGLE AERIAL

FIGURE 3
Project Location

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SOURCE: KIMLEY-HORN AND ASSOCIATES, 2015

FIGURE 4
Bikeway Path Architectural Rendering - View East

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Draft-Final Mitigated Negative Declaration **Robinson Avenue Bikeway**

The structural components of the proposed bikeway path would be comprised of several different materials. Structural support for the proposed bikeway path may be provided by, but not limited to, two cast-in-place concrete retaining walls or pillar support structures. The proposed bikeway path would be comprised of cast-in-place concrete or segmental masonry block. The proposed bikeway path would be lined with a metal safety railing 54 inches in height (maximum) on both sides. Bollards would be placed at both ends of the proposed bikeway path to prohibit vehicular access. Pedestrian scale lighting would be provided along the span of the bikeway path.

2.2.2 Other Components

Buffered Bike Lane

The project proposes to paint Class II buffered bike lanes (6 foot wide lanes with a 3 foot buffer) in both directions of Robinson Avenue from east of Park Boulevard to the westerly end of the proposed bikeway path, with the exception of the eastbound travel lane between Florida Street and the proposed bikeway path, where shared-lane markings (i.e., sharrows) are proposed.

Additionally, east of the proposed bikeway path, two-way protected bike lanes would continue to a new stop sign for bicyclists at the Robinson Avenue/Alabama Street intersection. In conjunction with the two-way protected bike lanes a curb extension on the north side of Robinson Avenue and a two-foot raised concrete median 6 inches above grade would alter the vehicular travel lane width of Robinson Avenue from the existing width of approximately 46 feet to approximately 22 feet wide. The proposed median would not prohibit vehicular access to either private driveway that connects to Robinson Avenue.

Continental Crosswalks

Continental crosswalks would be painted at the Robinson Avenue intersections with Georgia Street, Florida Street, and Alabama Street.

Mini-roundabout

~~A mini-roundabout is a traffic control device with a raised center island and when installed would result in the removal of all stop signs at the intersection. The project proposes to construct a mini-roundabout within the Robinson Avenue/Georgia Street intersection. Traffic would then travel in a counter clockwise direction around the proposed mini-roundabout. Yield control would be installed for all four approaches to the intersection. The design of the mini-roundabout is conceptual and would be finalized prior to start of construction.~~

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Neighborhood Traffic Circle

A neighborhood traffic circle is a traffic calming measure with a raised center island used to help manage speed and volume along a corridor. A proposed neighborhood traffic circle would be constructed within the Robinson Avenue/Florida Street intersection. Traffic would then travel in a counter-clockwise direction around the proposed traffic circle. The existing four-way stop controls would remain. The design of the neighborhood traffic circle is conceptual and would be finalized prior to start of construction.

Robinson Avenue/Alabama Street Intersection

The proposed project would include 6-foot wide two-way Class II bike lanes, a raised concrete median, and a dedicated bicycle stop just east of the bikeway path at the Robinson Avenue/Alabama Street intersection, as discussed previously. In addition, the one-way stop controlled “T” intersection to an all-way stop controlled intersection, through the inclusion of two proposed stop signs northbound and southbound on Alabama Street. The improvements to the Robinson Avenue/Alabama Street are conceptual and would be finalized prior to start of construction.

Other Physical Improvements

The project proposes physical improvements to Robinson Avenue at the easterly and westerly bikeway path landings, including, but not limited to, demolition and replacement of existing curbs, asphalt pavement, concrete pavement, traffic signage, and a metal beam guardrail (to replace the existing guardrail in a similar location west of the proposed bikeway path). The proposed project includes the abandonment (in place) or relocation of existing east-west storm drain structures and pipe, and existing underground communication and gas services. The relocated east-west storm drain would be located nearby within an existing City of San Diego utility easement. The existing storm drain infrastructure that travels north-south would remain. In addition, the project may include the installation of ornamental landscaping including trees, shrubs, and wall vines, and minor modifications to the existing irrigation systems.

Stormwater runoff would drain to a low point on the eastern portion of the proposed bikeway path and collect in the relocated storm drain.

2.2.3 Construction

Construction is expected to occur over approximately 11 months, beginning in the spring of 2017 and ending in the winter of 2018. Construction equipment would include bulldozers, backhoes, water trucks, roller(s), concrete mixer truck, pavement scarifier, street sweeper,

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jackhammer, chainsaw, hand compaction, bobcat, trencher, concrete pump truck, crane, generator, asphalt cold planer, asphalt truck, asphalt paver, asphalt/concrete saw, and a roadway striping machine. Approximately ~~14~~20 existing ornamental mature trees (2 existing ornamental trees within the Robinson Avenue ROW and 18 existing ornamental trees at the proposed bikeway path location) would be removed during construction. Construction would generally be sequenced as indicated in Table 1.

**Table 1
Estimated Construction Phasing**

Construction Phase	Duration	Expected Equipment
Demolition	1 month	2 backhoes, 1 bulldozer, street sweeper, jackhammer, 1 sawcut machine
Mass Site Grading	1 month	1 loader, 2 backhoes, 1 grader, 3 water trucks
Trenching/Utilities	3 months	1 backhoe, 1 bull dozer, 1 crane
Bikeway Path Construction	4 months	1 crane, 2 backhoes, 2 loaders, 1 concrete truck, 1 concrete pump
Paving/Striping	2 months	1 paving machine, 1 striping machine, 1 pavement scarifier, 1 asphalt cold planer, 1 asphalt truck, 1 concrete truck, 1 sawcut machine, 1 street sweeper

Source: Kimley-Horn and Associates 2015.

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3 SANDAG DISCRETIONARY ACTIONS

- Adopt the Final Mitigated Negative Declaration for the proposed project

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4 OTHER AGENCY PERMITS AND APPROVALS

No permits and approvals will be required by other agencies as part of the approval for the proposed project.

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5 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> 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 checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation and Traffic | <input type="checkbox"/> Utilities and Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

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Robinson Avenue Bikeway


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Robinson Avenue Bikeway**

6 DETERMINATION

On the basis of this initial evaluation:

- 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 the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- 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 ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature 

Date 1-5-16

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7 CEQA INITIAL STUDY CHECKLIST

7.1 Aesthetics

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Would the project have a substantial adverse effect on a scenic vista?*

No Impact. The Greater North Park Community Plan identifies views of Mission Valley, Balboa Park, and the Switzer and 32nd Street Canyons as scenic amenities. The project would not be located in an area that would obstruct any views of these identified areas. The project would introduce transportation roadway improvements and bicycle infrastructure to a highly urbanized and developed area of the City of San Diego. The area within the vicinity of the project site is generally flat with no substantial high points that would afford views of the project site. Additionally, all components of the project would be located within the Robinson Avenue ROW (with the exception of approximately 2,800 square feet of land that would be acquired from the property to the north) and surrounded by existing multi-story structures, which would likely interrupt any potential views of the project site. Therefore, the proposed project would not have a substantial adverse effect on a scenic vista and no impact would occur.

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. State Route 163 is designated as a state scenic highway for its entire length through Balboa Park; this portion of the highway is approximately 0.70 mile west of the project site (California Department of Transportation [Caltrans] 2015). However, the project site would not be visible along State Route 163. Therefore, the proposed project would not affect scenic resources along a state scenic highway and no impact would occur.

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

Less than Significant Impact. The proposed project is located within the North Park community of the City of San Diego. As noted in the Greater North Park Community Plan, the majority of the area is comprised of residential development that is changing from historical single-family and duplex bungalow environment to higher-density development in the form of medium-high density apartment structures. The current Robinson Avenue ROW is lined with residential development typical of the area. Along the roadway, many residential structures directly affront the roadway, while others are setback by existing landscaping and mature trees. The most visually defining feature of the project site is the patch of tall ornamental trees that lie within the existing gap between Florida Street and Alabama Street (see Figure 5 in Section 7.4, Biological Resources).

The Greater North Park Community Plan contains Urban Design Guidelines to enhance the character of the community (City of San Diego 2006). The guidelines focus on the use of landscaping to blend visual environment between buildings and the streetscape and providing pathways with textures that vary from the surrounding land uses.

The proposed ~~mini-roundabout and~~ neighborhood traffic circle would result in the introduction of additional low profile transportation infrastructure within an existing roadway that would not result in substantial alteration from existing visual character. The proposed ~~mini-roundabout and~~ neighborhood traffic circle would not be of excessive bulk, mass, or scale and ~~would~~ could improve the visual quality of the corridor through the potential inclusion of vegetative bulb outs and medians. Therefore, the ~~mini-roundabout and~~ neighborhood traffic circle would be consistent with the Greater North Park Community Plan Urban Design Guidelines and would not substantially degrade the existing visual character and quality of the area.

The buffered bike lanes west of the bikeway path would be limited to roadway striping and would not introduce any new visually prominent structures. The roadway striping would be consistent with typical striping currently found on Robinson Avenue and surrounding roadways. The buffered bike lane east of the bikeway path would include an approximately 2-foot wide raised concrete median approximately 6 inches in height. In addition to its small size, the median would appear similar to existing pedestrian sidewalks and would not substantially contrast with the surround visual environment.

The most visually prominent component of the proposed project is the bikeway path. An architectural rendering of the proposed bikeway path is shown on Figure 4. As shown in

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the figures, the proposed bikeway path would consist of earth-toned materials. The earth-tone color and texture of the exterior finish of the proposed bikeway path, including lighting fixtures, safety railing, and identification signage would minimize contrast with existing development. Additionally, the proposed project may includes the planting of ornamental landscaping, which would soften views of the proposed bikeway path. The proposed design of the bikeway path's structural support is subject to change prior to final design and may consist of, but not limited to, two retaining walls or pillar structures. The proposed bikeway path would coincide with the Greater North Park Community Urban Design Guidelines by providing a pathway with texture and paving treatments that define the pathway. However, the construction of the proposed bikeway path would require the removal of several existing mature trees that lie between the east and west dead ends of Robinson Avenue within the project site. The proposed bikeway path has been designed to minimize impacts to existing trees and removal of existing trees would only occur as necessary.

Despite the removal of several existing trees, the proposed project as a whole would not substantially contrast the existing visual character and would improve the visual quality of the Robinson Avenue corridor. Therefore, 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 does not include any components with reflective finishes and, therefore, would not introduce a new source of glare in the area. The four proposed light fixtures would be provided along the span of the bikeway path. All lighting would comply with all applicable City of San Diego municipal code light pollution regulations which are intended to minimize light pollution through shielding and minimization of light trespass in accordance with the Green Building Code. Therefore, impacts would be less than significant.

**Draft ~~Final~~ Mitigated Negative Declaration
Robinson Avenue Bikeway**

7.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>	<input checked="" 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"/>	<input checked="" 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"/>	<input checked="" 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 entire project site is located within the Robinson Avenue ROW with the exception of approximately 2,800 square feet of land that would be acquired from the property to the north. As indicated on the map of San Diego County Important Farmland developed by California Department of Conservation for the Farmland Mapping and Monitoring Program, the project site is located on and surrounded by “Urban and Built

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Up Land” (Department of Conservation 2013a). Urban and Built Up Land generally includes land uses such as residential, commercial, industrial, institutional facilities, and other urban land uses. Therefore, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.

- b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact. The entire project site is located within the Robinson Avenue ROW with the exception of approximately 2,800 square feet of land that would be acquired from the property to the north. According to the Department of Conservation’s map of San Diego County Williamson Act lands, the project site is not located on Williamson Act contract land (Department of Conservation 2013b). The land to be acquired from the property to the north of the Robinson Avenue ROW is zoned by the City of San Diego as Mid-City Communities Planned District - Mid-City Residential - 800B (MCCPD-MR-800B), which does not permit agricultural use (City of San Diego 2007; 2012). Therefore, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract and no impact would occur.

- c) Would the project 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))?*

No Impact. The entire project site is located within the Robinson Avenue ROW with the exception of approximately 2,800 square feet of land that would be acquired from the property to the north. The property to the north is zoned for residential uses and other compatible land uses. Therefore, the proposed project would not conflict with existing zoning for forest land or timberland and no impact would occur.

- d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

No Impact. The entire project site is located within the Robinson Avenue ROW with the exception of approximately 2,800 square feet of land that would be acquired from the property to the north. The project site is located in a highly urban and developed area of the City of San Diego. Therefore, the proposed project would not result in the loss of forest land and no impact would occur.

**Draft Final Mitigated Negative Declaration
Robinson Avenue Bikeway**

- e) *Would the project 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. The entire project site is located within the Robinson Avenue ROW with the exception of approximately 2,800 square feet of land that would be acquired from the property to the north. The project site is located in a highly urban and developed area of the City of San Diego. The proposed project would not result in the conversion of agricultural or forest land. None of the surrounding lands in the vicinity of the project site are used for agriculture or are forest lands. Therefore, the proposed project would not result in the direct or indirect conversion of agricultural uses or forest land and no impact would occur.

7.3 Air Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following section presents a summary of the Air Quality and Greenhouse Gas Emissions Analysis was prepared for the proposed project by Dudek in June 2015 and is included as Appendix A of this MND. Background, existing conditions, regulatory setting, and methodologies regarding the air quality analysis are found in Appendix A.

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a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

Less than Significant Impact. The proposed project is located within the San Diego Air Basin (SDAB or basin) and is subject to the San Diego Air Pollution Control District (SDAPCD) guidelines and regulations.

The SDAPCD is responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB. The County *Regional Air Quality Strategy* (RAQS) was initially adopted in 1991, and is updated on a triennial basis, most recently in 2009. The RAQS outlines SDAPCD's plans and control measures designed to attain the state air quality standards for ozone (O₃).

As described in San Diego Forward: The Regional Plan (2015 Regional Plan), bicycle improvements are part of an adopted regional strategy to achieve per-capita greenhouse gas emissions from on-road transportation sources by decreasing the number of vehicle trips and vehicle miles traveled. The proposed project would involve the development of a shared bicycle and bikeway path along Robinson Avenue between Florida Street and Alabama Street, as well as roadway improvements and a buffered bike lane along Robinson Avenue from east of Park Boulevard to Alabama Street. Although there would be air quality impacts resulting from construction activities, they would be short-term and temporary and would not obstruct implementation of long-term air quality goals set forth by the RAQS. As a result, the proposed project would not conflict with or obstruct implementation of the RAQS, as the proposed project would represent a positive impact on long-term air quality. 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. Project-generated construction and operational emissions would be less than the SDAPCD significance thresholds.

SDAB Attainment Designation. An area is designated as in attainment when it is in compliance with the National Ambient Air Quality Standards (NAAQS) and/or the California Ambient Air Quality Standards (CAAQS). These standards are set by the United States Environmental Protection Agency (EPA) and the California Air Resources Board (CARB), respectively, for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare.

Draft-Final Mitigated Negative Declaration **Robinson Avenue Bikeway**

The criteria pollutants include ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), and particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM₁₀) and particulate matter with an aerodynamic diameter equal to or less than 2.5 microns (PM_{2.5}). Although there are no ambient standards for volatile organic compounds (VOCs) or oxides of nitrogen (NO_x), they are important as precursors to the formation of O₃.

The portion of the SDAB where the project site is located is designated by the EPA as an attainment area for the 1997 8-hour NAAQS for O₃ and as a marginal nonattainment area for the 2008 8-hour NAAQS for O₃. The SDAB is designated as attainment for all other criteria pollutants under the NAAQS with the exception of PM₁₀, which was determined to be unclassifiable. The SDAB is currently designated nonattainment for O₃ and particulate matter, PM₁₀ and PM_{2.5}, under the CAAQS. It is designated attainment for the CAAQS for CO, NO₂, SO₂, lead, and sulfates.

Table 2 summarizes the SDAB's federal and state attainment designations for each of the criteria pollutants.

Table 2
SDAB Attainment Classification

Pollutant	Federal Designation	State Designation
O ₃ (1 hour)	Attainment ¹	Nonattainment
O ₃ (8 hour – 1997) (8 hour – 2008)	Attainment (Maintenance) Nonattainment (Marginal)	Nonattainment
CO	Unclassifiable/Attainment ²	Attainment
PM ₁₀	Unclassifiable ³	Nonattainment
PM _{2.5}	Attainment	Nonattainment
NO ₂	Unclassifiable/Attainment	Attainment
SO ₂	Attainment	Attainment
Lead	Attainment	Attainment
Sulfates	(no federal standard)	Attainment
Hydrogen Sulfide	(no federal standard)	Unclassified
Visibility-Reducing Particles	(no federal standard)	Unclassified

Source: Appendix A

¹ The federal 1-hour standard of 0.12 ppm was in effect from 1979 through June 15, 2005. The revoked standard is referenced here because it was employed for such a long period and because this benchmark is addressed in State Implementation Plans.

² The western and central portions of the SDAB are designated attainment, while the eastern portion is designated unclassifiable/attainment.

³ At the time of designation, if the available data does not support a designation of attainment or nonattainment, the area is designated as unclassifiable.

SDAPCD Thresholds. Construction and operation of the proposed project would result in emissions of pollutants for which CARB and the EPA have adopted ambient air quality standards (i.e., the NAAQS and CAAQS).

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The SDAPCD sets forth quantitative emission thresholds below which a stationary source would not have a significant impact on ambient air quality. Project-related air quality impacts estimated in this environmental analysis would be considered significant if any of the applicable significance thresholds presented in Table 3 are exceeded.

Construction Emissions. Construction of the proposed project would result in a temporary addition of pollutants to the local airshed caused by soil disturbance, fugitive dust emissions, and combustion pollutants from on-site construction equipment, as well as from off-site trucks hauling construction materials. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions. Fugitive dust (PM₁₀ and PM_{2.5}) emissions would primarily result from grading activities. NO_x and CO emissions would primarily result from the use of construction equipment and motor vehicles.

Table 3 shows the estimated maximum daily construction emissions associated with the construction phases of the proposed project. Complete details of the emissions calculations are provided in Appendix A of this document.

**Table 3
Estimated Maximum Daily Construction Emissions (pounds/day)**

	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2016	35.82	46.04	27.93	0.04	2.80	2.48
2017	2.25	19.36	14.35	0.02	1.44	1.19
<i>Maximum Daily Emissions</i>	<i>35.82</i>	<i>46.04</i>	<i>27.91</i>	<i>0.04</i>	<i>2.80</i>	<i>2.48</i>
<i>Emission Threshold</i>	<i>137</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>55</i>
Threshold Exceeded?	No	No	No	No	No	No

Source: Appendix A

VOC = volatile organic compound; NO_x = oxides of nitrogen; CO carbon monoxide = ; SO_x = oxides of sulfur; PM₁₀ = particulate matter with an aerodynamic diameter equal to or less than 10 microns; PM_{2.5} = particulate matter with an aerodynamic diameter equal to or less than 2.5 microns

Note: The analysis presented herein assumes a construction start date of 2016, which represents the earliest date at which construction would initiate. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant emissions because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

As shown in Table 3, daily construction emissions would not exceed the significance thresholds for VOC, NO_x, CO, SO_x, PM₁₀, or PM_{2.5}; therefore, impacts during construction would be less than significant.

Operational Emissions. Operation of the proposed project would be limited to occasional maintenance and repairs. Maintenance activities would involve occasional cleaning and repainting. The frequency of these trips would be at the discretion of the City of San

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Diego, and could occur multiple times a year. Repair of the proposed project would occur on an as-needed basis. Operational emissions of criteria pollutants would be associated with maintenance and repair vehicular trips and the operation of equipment used for restriping, cleaning and repair activities. Maintenance and repair activities are anticipated to involve less equipment and would be of a lesser intensity than the construction of the proposed project. Additionally, the proposed project would promote bicycling as an alternative mode of transportation and would reduce vehicle miles traveled, which would indirectly reduce vehicle emissions. Considering construction emissions would not exceed the significance thresholds for VOC, NO_x, CO, SO_x, PM₁₀, or PM_{2.5}, and operation of the proposed project would be of lesser intensity than project construction, impacts associated with the operation of the proposed project would 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 has been designated as a federal nonattainment area for O₃ and a state nonattainment area for O₃, PM₁₀, and PM_{2.5}. PM₁₀ and PM_{2.5} emissions associated with construction generally result in near-field impacts. The nonattainment status is the result of cumulative emissions from all sources of these air pollutants and their precursors within the SDAB. As discussed previously, the emissions of all criteria pollutants would be below the significance levels. Construction would be short term and temporary in nature. Once construction is completed, construction-related emissions would cease. Operational emissions generated by the proposed project would not result in a significant impact. As such, the proposed project would result in less than significant impacts to air quality relative to operational emissions.

In addition, the proposed project would encourage the use of bicycles in the area as an alternative to vehicles. As a result, the proposed project would not result in a cumulatively considerable contribution to regional O₃ concentrations. Cumulative impacts would be less than significant.

- d) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Less than Significant Impact. The greatest potential for Toxic Air Contaminant (TAC) emissions during construction would be diesel particulate emissions from heavy

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equipment operations and heavy-duty trucks and the associated health impacts to sensitive receptors. The closest sensitive receptors are single-family and multifamily residences located adjacent to Robinson Avenue, which are located approximately 20 to 30 feet from the project site.

The proposed project would not require the extensive use of heavy-duty construction equipment, which is subject to a CARB Airborne Toxics Control Measure for active diesel construction equipment to reduce diesel particulate emissions. Additionally, the proposed project would not involve extensive use of diesel trucks, which are also subject to a CARB Airborne Toxics Control Measure. Total construction of the proposed project would last approximately 11 months, after which project-related TAC emissions would cease. Thus, the proposed project would not result in a long-term (i.e., 70-year) source of TAC emissions. No residual TAC emissions and corresponding cancer risk are anticipated after construction, nor are any long-term sources of TAC emissions anticipated during operation of the proposed project. As such, the exposure of project-related TAC emission 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. Odors would be generated from vehicles and/or equipment exhaust emissions during construction of the proposed project. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and paint associated with roadway striping. Such odors are temporary and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be considered less than significant.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project involves the construction of a bikeway and would not result in the creation of a land use that is commonly associated with odors. Therefore, project operations would result in an odor impact that is less than significant.

**Draft ~~Final~~ Mitigated Negative Declaration
Robinson Avenue Bikeway**

7.4 Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the 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 Game 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following section is based upon the Biological Assessment was prepared for the proposed project by Dudek in June 2015 and is included as Appendix B of this MND. As part of the Biological Assessment, a Dudek biologist conducted a site visit on January 12, 2015.

~~Draft~~ Final Mitigated Negative Declaration Robinson Avenue Bikeway

- 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 Game or U.S. Fish and Wildlife Service?*

No Impact. The entire project site is developed or has been planted with ornamental vegetation, as shown on Figure 5, Project Site Biological Resources Vegetation Map. The primary use is public ROW (Robinson Avenue), residential development, street parking, and parking lots. Most of the project site ground cover would be classified as developed land. A small area of ornamental plantings is mapped within the alignment of the proposed bikeway path. No species identified as candidate, sensitive, or special status was observed on or adjacent to the proposed project site. A list of observed common plant and bird species can be found in Appendix B.

There is no native habitat and little habitat that provides resources for wildlife. What habitat there is that might be used by wildlife is ornamental and adjacent to major roadways and other development that precludes extensive use of the site by wildlife. There is no habitat for small reptiles or mammals due to the urban setting of the site and the limited amount of native habitat and soil present within the surrounding area.

Due to the limited habitat value, lack of native habitat, and highly urbanized location, there is no potential for the occurrence of special-status plant or wildlife species within the project site. Therefore, no impact 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, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

No Impact. The entire project site is developed or has been planted with ornamental vegetation. No riparian habitat or sensitive natural communities occur within the project site. Therefore, no impact to riparian habitat or sensitive natural communities would occur.

- 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?*

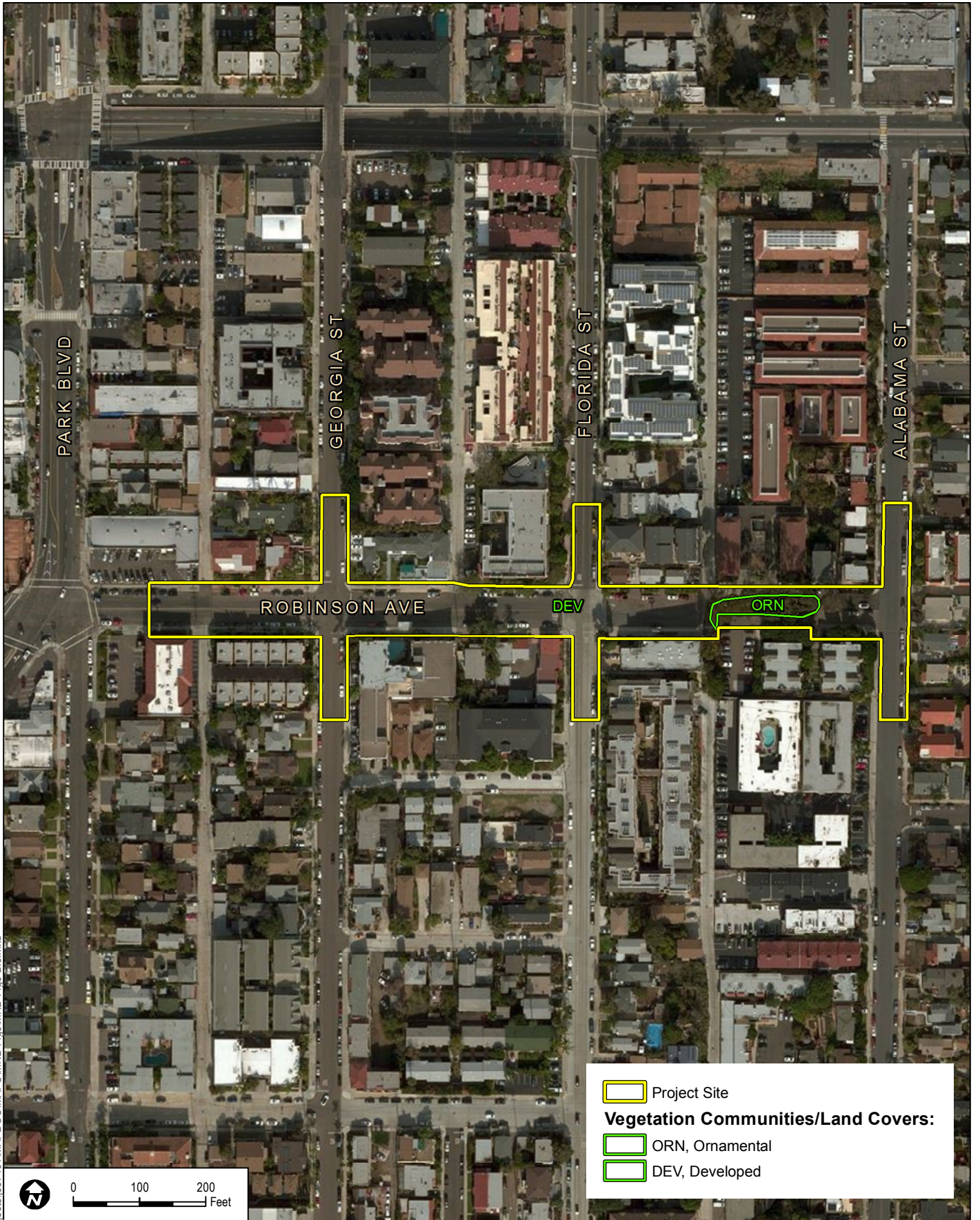
No Impact. The entire project site is developed or has been planted with ornamental vegetation. No federally protected wetlands occur within the project site. Two areas that convey runoff and stormwater flows were identified within the project site. One is located

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at the eastern end of Robinson Avenue, and covered with shotcrete, and serves to convey flows from Robinson Avenue. The second area that conveys flows is located adjacent to the apartment complex near the center of the proposed bikeway path alignment. The concrete-lined swale drains flow into a box culvert. As these two features have been constructed to convey flows from the built environment, and do not replace pre-existing jurisdictional features, these concrete-lined features would not be the jurisdiction of any of the resource agencies, including the U.S. Army Corps of Engineers, Regional Water Quality Control Board (RWQCB), or California Department of Fish and Wildlife. Therefore, no impacts to federally protected wetlands would occur.

- 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 Impact with Mitigation Incorporated. The project site is located within a highly urbanized area with little habitat value and does not act as a wildlife corridor. However, there is potential for nesting birds protected under the Migratory Bird Treaty Act (MBTA) to occur within the ornamental plantings. 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 several trees along the proposed bikeway path alignment. Therefore, the proposed project would result in potentially significant impacts to migratory birds and mitigation is required. With the incorporation of mitigation measure MM-BIO-1, which requires pre-construction nesting surveys and biological buffers as necessary, potentially significant impacts to migratory nesting birds would be reduced to a level below significance.



AERIAL SOURCE: GOOGLE EARTH; VEGETATION: DUDEK, 2015

FIGURE 5
Project Site Biological Resources Vegetation Map

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Mitigation Measures

MM-BIO-1 Impacts from construction-related noise and vegetation removal may occur to wildlife if construction occurs during the breeding season (i.e., February 1 - September 15 for a combined breeding season for both raptors and songbirds). Protection of general avian wildlife in compliance with the Migratory Bird Treaty Act and California Code will be accomplished by either scheduling vegetation removal between September 16 and January 31 or, if vegetation removal must commence during the nesting season (February 1 - September 15), a one-time biological survey for nesting bird species must be conducted in all suitable habitat for the presence of nesting birds by a qualified biologist 72 hours prior to the commencement of work.

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. These buffer areas established by the qualified biologist will be avoided until the nesting cycle is complete or it is determined that the nest has failed.

- e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

No Impact. While the proposed project would result in the removal of approximately 44 existing ornamental trees within the Robinson Avenue ROW and 18 existing ornamental trees at the proposed bikeway path location, none of the trees are designated under the City of San Diego Public Tree Protection Policy 900-19. Therefore, no impact 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?*

No Impact. The site is located within the City of San Diego Multiple Species Conservation Plan subarea. The closest location of Multiple Habitat Planning Area (MHPA) is approximately 820 feet to the southwest. The project would not be subject to the Multiple Species Conservation Plan. Therefore, no impact would occur.

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Robinson Avenue Bikeway**

7.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Cause a substantial adverse change in the significant of a Tribal Cultural Resource as defined in Public Resource Code 21074?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 section presents a summary of the Cultural Resources Letter Report prepared for the proposed project by Dudek in August 2015 and is included as Appendix C of this MND. Background, existing conditions, and methodologies regarding the air quality analysis are found in Appendix C.

a) *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

No Impact. A records search indicated that one historical resource (P-37-027406) appears to be within the project site. This resource consisted of a row of historic houses along Florida Street that included the addresses 3701 to 3741 and 3783 to 3825 Florida Street. These homes consisted of 1920’s to 1960’s-era homes that were recorded and evaluated as not eligible for inclusion in the National and/or California Register of Historic Places. In fact, most of the structures that were recorded as part of the previous cultural resources study appear to no longer exist and have already been replaced with modern residential buildings. Despite the proximity, what remains of this previously recorded resource is outside of the project site and would not be directly affected by the development of the proposed project. Additionally, given the extent of new development within and surrounding the project site, the development of the proposed project would not alter the

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historical context of or indirectly affect what remains of this identified resource. Therefore, the proposed project would result in no impacts to historical resources.

- b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Less than Significant Impact with Mitigation Incorporated. No artifacts, features, or other cultural resources were identified during the pedestrian survey of the project site. Additionally, no cultural resources were identified within the project site during the records search.

The project's location in and immediately adjacent to a substantial drainage (Florida Canyon) would have made it an attractive location for prehistoric inhabitants. However, given the extent of historic and modern development in the area, it is unlikely that intact prehistoric archaeological resources remain. Most of the project site has been disturbed by development of City infrastructure. Therefore, there is very low potential for the inadvertent discovery of cultural resources during ground disturbing activities.

The current extent of grading, excavation, or other ground disturbing activities has not yet been determined for the project. As the ground surface is almost completely obscured within the project site, it is not possible to know if native sediments which have the potential to contain cultural materials are present within areas of proposed excavation, and, therefore, it is also unknown if such sediments would be impacted during construction. Additionally, construction for the proposed bikeway path may require deeper excavation when compared to other components of the project, ~~such as the mini-roundabout~~. As such, it is assumed that construction of all project components except for the proposed bikeway path (i.e., the ~~mini-roundabout~~, neighborhood traffic circle, and bicycle lands east of the proposed path) would require shallow excavation that would not reach intact native soils. Therefore, impacts to archaeological resources would be potentially significant at the proposed bikeway path location and mitigation is required. With the incorporation of mitigation measure MM-CUL-1, which requires construction monitoring during excavation associated with the proposed bikeway path, impacts would be reduced to a level below significance.

Mitigation Measures

MM-CUL-1 The archaeological monitor shall be present during any ground disturbing activities at the proposed bikeway path location for excavations that are deeper than 2 feet. A qualified archaeological monitor shall be retained in

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order to monitor and recognize potential archaeological discoveries during construction of the proposed bikeway path. If unexpected, potentially significant archaeological resources are encountered, the archaeological monitor shall have the authority to temporarily redirect or suspend construction activities within 50 feet of the discovery and evaluate the potential significance of the find and record or salvage it. Prior to the start of ground disturbing activities at the proposed bikeway path location, SANDAG shall verify that the requirement for archaeological monitoring is noted on the appropriate construction documents.

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

No Impact. As part of the Assembly Bill (AB) 52 consultation requirement, SANDAG provided formal notification to 22 Native American Tribes on July 31, 2015. A description of the project and the project location was provided in the notification. SANDAG did not receive any requests for consultation for the project. Therefore, no impact would occur.

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

Less than Significant Impact with Mitigation Incorporated. As discussed previously, the details regarding proposed excavation is not known at this time and, therefore, it is also unknown if undisturbed soils would be encountered during construction. The proposed bikeway path, which is underlain by soils of moderate to high paleontological sensitivity (Kennedy 1975; City of San Diego 2011), may require a greater depth of cut than other components of the proposed project. As such, it is assumed that construction of all project components except for the proposed bikeway path (i.e., the ~~mini-roundabout~~, neighborhood traffic circle, and bicycle lands east of the proposed path) would require shallow excavation that would not reach intact native soils. Therefore, a potentially significant impact to paleontological resources would occur at the proposed bikeway path location and mitigation is required. With the incorporation of mitigation measure MM-CUL-2, which requires paleontological monitoring during construction of the proposed bikeway path, impacts would be reduced to a level below significance.

~~Draft~~ Final Mitigated Negative Declaration Robinson Avenue Bikeway

Mitigation Measures

MM-CUL-2 A paleontological monitor shall be present during ground distributing activities at the proposed bikeway path location for excavations that are deeper than 2 feet. A qualified paleontological monitor shall be retained in order to monitor and recognize potential paleontological discoveries during construction of the proposed bikeway path. If unexpected, potentially significant paleontological resources are encountered, the paleontological monitor shall have the authority to temporarily redirect or suspend construction activities within 50 feet of the discovery and evaluate the potential significance of the find and record or salvage it. Prior to the start of ground disturbing activities at the proposed bikeway path location, SANDAG shall verify that the requirement for paleontological monitoring is noted on the appropriate construction documents.

- e) *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

Less than Significant Impact. Given the extent of historic and modern development within the project site and surrounding area, there is very low potential for the project to disturb any human remains, including those interred outside of formal cemeteries. The project would adhere to Section 15064.5(e) of the CEQA Guidelines as it pertains to the discovery of human remains. Therefore, impacts would be less than significant.

7.6 Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS – Would the 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 checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Draft ~~Final~~ Mitigated Negative Declaration
Robinson Avenue Bikeway**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS – Would the project:				
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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. The project site is located on the Earthquake Fault Zones Map for the Point Loma Quadrangle, published by the Department of Conservation. As indicated on the map, the project site is not within any identified earthquake fault zone boundaries within the City of San Diego (Department of Conservation 2003). Therefore, impacts would be less than significant.

ii) *Strong seismic ground shaking?*

Less than Significant Impact. The project site would likely be subject to strong ground motion from seismic activity similar to that of the entire County, due to the seismic activity of the region. However, the project site is not within any Alquist-Priolo Earthquake Fault Rupture Hazard Zone. As such, the site would not be affected by ground shaking more than any other area in seismically active Southern California. The proposed project would be designed in accordance with

~~Draft~~ Final Mitigated Negative Declaration Robinson Avenue Bikeway

the applicable seismic safety standards of the most recent construction codes. Conformance with the seismic safety construction codes would ensure that all proposed structural components, such as the proposed bikeway path, are built to minimize risk of exposing people to risk, injury, and loss of life resulting from strong seismic ground shaking. Therefore, impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Liquefaction involves the substantial loss of shear strength in saturated soil, usually taking place within a soil medium exhibiting a uniform, fine-grained characteristic, loose consistency and low confining pressure when subjected to impact by seismic or dynamic loading. Liquefaction is also associated with lateral spreading, excessive settlement, and failure of shallow bearing foundations. As indicated in City of San Diego General Plan Public Facilities, Services, and Safety Element (Figure PF-9 of the General Plan), the project site is located in an area of “nominal to low” geotechnical risk (City of San Diego 2008). Additionally, as indicated by the County of San Diego Hazard Mitigation Planning map for liquefaction, the project site is located in a low liquefaction area (County of San Diego 2009a). The proposed project would be designed in accordance with the applicable seismic safety standards of the most recent construction codes. Conformance with the seismic safety construction codes would ensure that all proposed structural components, such as the proposed bikeway path, are built to minimize risk of exposing people to risk, injury, and loss of life resulting from seismic-related ground failure. Therefore, impacts would be less than significant.

iv) Landslides?

Less than Significant Impact. Landslides typically occur in areas containing substantial slopes. The proposed project would be located within a relatively flat area, with the exception of the gap in Robinson Avenue. The bikeway path support structure would protect the path and the surrounding area from failure. Implementation of the proposed project would not expose people or structures to adverse effects of landslides. Therefore, the proposed project would have less than significant impacts.

Draft Final Mitigated Negative Declaration Robinson Avenue Bikeway

b) *Would the project result in substantial soil erosion or the loss of topsoil?*

Less than Significant Impact. The extent of ground disturbing activities would be limited to small portions along the Robinson Avenue ROW. Construction of the proposed ~~mini roundabout~~, neighborhood traffic circle, and bikeway path would disturb portions of existing pavement, plantings, and other groundcover, which would expose soils to a short-term and temporary increase in erosion potential. Construction of the proposed project would be required to comply with the State Water Resources Control Board Construction General Permit Order No. 2009-0009-DWQ and incorporate Best Management Practices (BMPs) for erosion control, including the use of water trucks during grading to minimize erosion potential. Upon completion of construction, all excavated areas would either be repaved, replanted, or developed with the structural portions of the proposed project. Therefore, the proposed project would not result in substantial soil erosion and impacts 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. As indicated in City of San Diego General Plan Public Facilities, Services, and Safety Element (Figure PF-9 of the General Plan), the project site is located in an area of “nominal to low” geotechnical risk (City of San Diego 2008). Therefore, the project would not be located on an unstable geologic unit or a unit that would become unstable as a result of the proposed project. Impacts would be less than significant.

d) *Would the project 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. The project site contains two soil types: (1) Urban Land and (2) Redding-Urban Land Complex (United States Department of Agriculture 2015). The expansion potential of such soils is unknown at this time. However, final design would be influenced by geotechnical recommendations and would comply with the most recent geotechnical construction codes to ensure that any expansion potential is minimized. Therefore, impacts related to expansive soil would be less than significant.

e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

No Impact. The proposed project does not include the development or use of septic tanks. Therefore, no impact would occur.

**Draft Final Mitigated Negative Declaration
Robinson Avenue Bikeway**

7.7 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS – Would the 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 checked="" 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"/>	<input checked="" type="checkbox"/>

The following section presents a summary of the Air Quality and Greenhouse Gas Emissions Analysis was prepared for the proposed project by Dudek in June 2015 and is included as Appendix A of this MND. Background, existing conditions, regulatory setting, and methodologies regarding the air quality analysis are found in Appendix A.

- a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Less than Significant Impact.

Construction Impacts. GHG emissions would be associated with the construction phase of the proposed project through use of construction equipment and vehicle trips. See Appendix A for detailed construction and demolition schedule assumptions.

Table 4, Estimated Construction GHG Emissions, shows the estimated annual GHG construction emissions associated with the proposed project, as well as the annualized construction emissions over a ~~30~~20-year “project life.” GHG gas emissions, as presented in Table 4, are presented as metric tons of “CO₂ equivalent” (CO₂E).¹

¹ The CO₂ equivalent for a gas is derived by multiplying the mass of the gas by the associated global warming potential (GWP), such that MTCO₂E = (metric tons of a GHG) × (GWP of the GHG). For example, the GWP for CH₄ is 21. This means that emissions of 1 metric ton of methane are equivalent to emissions of 21 metric tons of CO₂.

**Draft Final Mitigated Negative Declaration
Robinson Avenue Bikeway**

**Table 4
Estimated Construction GHG Emissions**

Construction Year	GHG Emissions (metric tons CO ₂ E/year)
2016	83
2017	165
Total construction emissions	248
Annualized construction emissions	<u>812</u>

Source: Appendix A.

Noted: The analysis presented herein assumes a construction start date of 2016, which represents the earliest date at which construction would initiate. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant emissions because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

By not including the mini-roundabout, the project would likely result in lower construction emissions due to reduced equipment use.

Operational Impacts. Operation of the proposed project would be limited to occasional maintenance and repairs. Maintenance activities would involve occasional cleaning and repainting. The frequency of these trips would be at the discretion of the City of San Diego, and could occur multiple times a year. Repair of the proposed project would occur on an as-needed basis. Operational emissions of GHGs would be associated with maintenance and repair vehicular trips and the operation of equipment used for restriping, cleaning and repair activities. Maintenance and repair activities are anticipated to involve less equipment and would be of a lesser intensity than the construction of the proposed project. Because maintenance and repair schedules are not available at this time, operational emissions cannot be quantified; however, it can be assumed that the operation of the proposed project would involve less equipment and vehicle trips when compared to project construction. Therefore, annual GHG emissions associated with maintenance and repair is assumed to be less than 248 MT CO₂E per year.

In addition to occasional maintenance and repair trips, the proposed project would also require lighting that would be provided along the span of the path. Four proposed light fixtures would be comprised of LED luminaries. Assuming that the each light fixture would include a 2-array LED system (2 LED bulbs for one light fixture) operating at a total of 48 watts for 12 hours a day and 365 days a year, annual power usage is calculated to be 0.271 MT CO₂E per year (see Appendix A for calculations).

Combining the proposed project's annualized construction emissions (8-12 MT CO₂E per year), the maintenance and repair annual emissions (less than 248 MT CO₂E per year), and the path lighting emissions (0.271 MT CO₂E per year), the proposed project would not exceed the County of San Diego's screening threshold of 900 MT CO₂E per year. Additionally, the proposed project would promote bicycling as an alternative mode of

**Draft ~~Final~~ Mitigated Negative Declaration
Robinson Avenue Bikeway**

transportation and would reduce vehicle miles traveled, which would indirectly reduce vehicle emissions and impacts would be less than significant.

b) *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

No Impact. The project is consistent with applicable plans for reducing GHG emissions through encouraging alternative transportation, specifically the Regional Plan. The San Diego Regional Bicycle Plan outlines that one of its project goals and objectives is to support reductions in GHG emission through the bicycle infrastructure projects. Therefore, no impact would occur.

7.8 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the 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 that 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>

**Draft ~~Final~~ Mitigated Negative Declaration
Robinson Avenue Bikeway**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
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 type="checkbox"/>	<input checked="" type="checkbox"/>

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. The proposed project would involve the transport of fuels, lubricants, and various other liquids needed for operation of construction equipment at the site via service trucks. Workers would also commute to the project site via private vehicles, and would operate construction vehicles/equipment within the public ROW, adjacent to private properties, and within proximity to stormwater drainage facilities. Materials hazardous to humans, wildlife, and sensitive environments would be present during project construction the proposed project components. These materials include fuels, equipment fluids, cleaning solutions and solvents, lubricants, and paints. Direct impacts to human health and biological resources from accidental spills of small amounts of hazardous materials from construction equipment during construction of the proposed project could potentially occur. It should be noted that all construction would be limited to previously developed land and ornamental landscaped areas; no sensitive biological areas are within or adjacent to the project site. However, compliance with Federal, State, and City Municipal Code regulations that provide safety and control measures for those materials handled on site would ensure that potentially adverse effects from hazardous materials would not occur.

During the construction period, standard BMPs would be applied, such as those required by the Storm Water Pollution Prevention Plan, to ensure that all hazardous materials (e.g., construction equipment fuels) are stored properly and that no hazards occur during this phase of the project, in compliance with applicable regulations. Therefore, impacts related to routine transport, use, and disposal of hazardous materials would be less than significant.

~~Draft~~ Final Mitigated Negative Declaration Robinson Avenue Bikeway

- 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. As discussed in response 7.8(a), during construction would comply with applicable federal, state, and local regulations which provide for safety and control measures that would minimize hazardous materials risk to human health and the environment. The proposed project consists of transportation roadway improvements that would not require the use of hazardous materials during operation. Therefore, the proposed project would not result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials and 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. There are no schools within one-quarter mile of the proposed project site. The nearest school is Alice Birney Elementary School, located approximately 0.60 mile to the north of the proposed project site. Therefore, no impact would occur.

- d) *Would the project be located on a site that 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?*

No Impact. Government Code Section 65962.5, commonly referred to as the “Cortese List”, requires that hazardous materials sites be listed by the Department of Toxic Substances Control. According to the Department of Toxic Substances Control EnviroStor Database, no portion of the project site is located on a listed hazardous materials site. According to the State Water Resources Control Board GeoTracker system for hazardous materials sites, no portion of the project site contains any leaking underground storage tank cleanup sites, land disposal sites, or other hazardous materials cleanup sites. The project site is not found on any other hazardous materials list pursuant to Government Code Section 65962.5 and no impact would occur.

Draft Final Mitigated Negative Declaration Robinson Avenue Bikeway

- 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 proposed project lies within Review Area 2 of the San Diego International Airport Influence Area, as indicated on Exhibit 1-1 of the San Diego International Airport Land Use Compatibility Plan (San Diego County Regional Airport Authority 2014). As defined in the plan, land within Review Area 2 is only subject to airspace protection and overflight policies; however, the project site is not within specific safety zones subject to precise compatible development guidelines and is not subject to land use type restrictions. Overflight policies are only applicable to new residential land uses and therefore do not apply to the proposed project. Additionally, because the bicycle facility improvements proposed as part of the project would not affect air traffic and would not be of substantial height, it would not result in any air safety hazard. Therefore, impacts would be less than significant.

- 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?*

No Impact. The proposed project does not lie within the vicinity of a private airstrip. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area and no impact would occur.

- g) *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less than Significant Impact. The City of San Diego General Plan Public Facilities, Services, and Safety Element contains a section with policies for ensuring disaster preparedness and emergency response. While construction of the proposed project would result in short-term and temporary closures to portions of roadways and areas adjacent to private properties, as discussed in Section 7.16, Transportation and Traffic, adequate access, including that for emergencies, would be provided throughout all phases of construction through implementation of a traffic control plan. Completion of bicycle infrastructure improvements along Robinson Avenue, such as sharrows, ~~a mini roundabout~~, a neighborhood traffic circle, and the bikeway path would not result in any interference with emergency response or evacuation as each component would be designed to accommodate emergency vehicles. Additionally, the proposed project would not substantially affect vehicular movement, including that of emergency vehicles and

**Draft Final Mitigated Negative Declaration
Robinson Avenue Bikeway**

access, along Robinson Avenue and each intersection within the project site. Therefore, impacts related to emergency response or evacuation plans would be less than significant.

- 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?*

No Impact. The proposed project is located in a highly developed and urbanized area of the City of San Diego. It is not located adjacent to any wildlands. Therefore, the proposed project would not expose people or structures to a substantial risk involving wildland fires and no impact would occur.

7.9 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>

**Draft ~~Final~~ Mitigated Negative Declaration
Robinson Avenue Bikeway**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY – Would the project:				
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"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Would the project violate any water quality standards or waste discharge requirements?*

Less than Significant Impact. Construction activities associated with the proposed project could result in wind and water erosion of the disturbed trenching area leading to sediment-laden discharges. Similarly, fuels, oils, lubricants, and other hazardous substances used during construction could be released and impact water quality, especially due to the presence of two storm water drain inlets within the proposed bikeway path site. The project would be required to comply with the RWQCB and the City of San Diego for water quality and erosion control standards during construction activities. Construction of the proposed project would be required to comply with the State Water Resources Control Board Construction General Permit Order No. 2009-0009-DWQ and incorporate ~~Best Management Practices~~BMPs for erosion control, including the use of water trucks during grading to minimize erosion potential. With compliance with applicable water quality standards during construction, impacts to water quality would be minimized. Therefore, impacts 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 (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?*

Less than Significant Impact. During the grading phase of construction, the proposed project would utilize water trucks for dust control and other construction needs, which may be sourced from groundwater. The amount that would be utilized

~~Draft~~ Final Mitigated Negative Declaration Robinson Avenue Bikeway

during construction would be minimal, short-term, and not result in a substantial demand for water. During operation, the proposed project would not result in any long-term demand for water. Therefore, the proposed project would not substantially deplete groundwater supplies.

While the majority of the project site consists of impervious paved hardscape associated within the Robinson Avenue, the portion of the project site that encompasses the ornamental landscape plantings (see Figure 5), consists of pervious groundcover. Development of the proposed bikeway path would remove a majority of the pervious landscaped area and replace it with impervious hardscape. Given the highly developed location and small area, the pervious groundcover does not likely represent a substantial source of groundwater percolation and infiltration. Additionally, this small change in groundcover would not substantially affect local groundwater sources utilized by local municipalities for sources of potable water. Therefore, the proposed project would not interfere substantially with groundwater recharge and 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?*

Less than Significant Impact. The majority of the existing drainage pattern within the project site would be minimally affected by the proposed components. The development of the buffered bike lanes, the bicycle sharrow, ~~the mini-roundabout,~~ the neighborhood traffic circle, and the Robinson Avenue/ Alabama Street intersection improvements would not substantially alter existing drainage patterns such that erosion or siltation would increase. All areas associated with these components of the project would be returned to existing conditions with the exception of the ~~mini-roundabout,~~ neighborhood traffic circle, and the buffered bike lane. These ~~three~~ components would introduce new raised structures of minimal height (e.g., the physical ~~mini-roundabout,~~ neighborhood traffic circle, and the small median for the buffered bike lane). However, these new small structures would not result in substantial new sloping or drainage patterns. As such, the ~~mini-roundabout,~~ neighborhood traffic circle, and buffered bike lane would not substantially increase erosion or siltation.

The construction of the proposed bikeway path would result in a change from the current pervious landscaped groundcover to an impervious bikeway path along Robinson Avenue. Such an alteration would decrease water percolation and infiltration and minimally increase runoff flow. As described in Section 2, Project Description, the existing east-west stormwater drain within the proposed bikeway path location would be

Draft Final Mitigated Negative Declaration Robinson Avenue Bikeway

abandoned in place and replaced with a new stormwater drainage system designed to adequately serve the proposed project and existing runoff. The existing north-south stormwater drain would remain in place. While runoff would likely increase due to the introduction of new impervious groundcover, runoff in the proposed condition would be directed to the new relocated storm drain infrastructure in proximity of the proposed bikeway path along paved surfaces. As the existing area surrounding the proposed bikeway path is predominately paved, the change in drainage pattern would not result in substantial erosion. Therefore, impacts would be less than significant.

- 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?*

Less than Significant Impact. The ~~mini-roundabout~~, neighborhood traffic circle, and the buffered bike lane would result in new raised structures of minimal height that would minimally redirect stormwater flows. However, the existing drainage patterns around these new structures would be retained to not result in substantial flooding.

The proposed bikeway path would result in a large change in surface conditions such that runoff would likely increase. However, the minimal increase in runoff resulting from the introduction of the proposed bikeway path would be directed to the proposed relocated east-west stormwater drainage system. The new relocated stormwater drainage system would be design to adequately serve the proposed project and existing runoff. Therefore, while portions of the proposed project would result in a change in the characteristics of groundcover, the increase in surface runoff would be directed to the new relocated stormwater drainage system, which would minimize potential for flooding on- and off-site. 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. The minimal increase in runoff resulting from the development of the proposed bikeway path would be directed to the new relocated stormwater drainage system, which would adequately handle runoff flows. Therefore, impacts would be less than significant.

~~Draft~~ Final Mitigated Negative Declaration Robinson Avenue Bikeway

f) Would the project otherwise substantially degrade water quality?

Less than Significant Impact. The proposed project would implement BMPs during construction to comply with the RWQCB and the City of San Diego water quality requirements to ensure that no substantial degradation to water quality occurs. Therefore, impacts to water quality would be less than significant.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The project does not include any housing components. Additionally, according to the Federal Emergency Management Agency's (FEMA's) Flood Insurance Rate Map number 06073C1882G, the project site is located in "Zone X", which is not within the 100-year flood hazard area (FEMA 2012). Therefore, no impact would occur.

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

No Impact. See response 7.9(g). The project would not be located within a 100-year flood hazard zone as mapped by FEMA's Flood Insurance Rate Map number 06073C1882G. Therefore, the proposed structures would not impede or redirect flood flows. No Impact 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. According to the County of San Diego Multi-Jurisdictional Hazard Mitigation Plan Dam Failure Map, the project site is not located within a dam inundation area (County of San Diego 2009b). Therefore, the proposed project would not expose people or structures to substantial risk involving dam inundation and no impact would occur.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. A seiche, or standing wave, typically occurs in partially or fully enclosed bodies of water such as lakes, reservoirs, or bays, often resulting from seismic disturbance. The project site is not located within proximity of a body of water that would likely produce a seiche. No impact from inundation by seiche would occur.

~~Draft~~ Final Mitigated Negative Declaration Robinson Avenue Bikeway

The project site is found on the California Emergency Management Agency’s Tsunami Inundation Map for Emergency Planning for the Point Loma Quadrangle; as indicated on this map, the project site is not located within a tsunami inundation zone (California Emergency Management Agency 2009). Therefore, no impact from inundation by tsunami would occur.

As discussed in Section 7.6, Geology and Soils, the project site is located in an area of “nominal to low” geotechnical risk as indicated in City of San Diego General Plan Public Facilities, Services, and Safety Element (Figure PF-9 of the General Plan) (City of San Diego 2008). The project site is located in a highly urbanized and developed area and would not be adjacent steep hillsides where mudflows would be a substantial risk. Therefore, no impact from inundation by mudflow would occur.

7.10 Land Use and Planning

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 entire project site is located within the Robinson Avenue ROW with the exception of approximately 2,800 square feet of land that would be acquired from the property to the north. None of the proposed components of the project would impede access or movement within or around the project. The proposed bikeway path component would instead improve access within the community in an area that currently denies pedestrian and bicycle access between Georgia Street and Alabama Street along Robinson Avenue. Therefore, no impact would occur.

**Draft Final Mitigated Negative Declaration
Robinson Avenue Bikeway**

- 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 would be consistent with the City of San Diego General Plan Mobility Element, the Greater North Park Community Plan Transportation Element, and the City of San Diego Bicycle Master Plan, which contain goals, objectives, and policies for the improvement of vehicular, pedestrian, and bicycle safety, efficiency, and movement. Specifically, the Greater North Park Community Plan aims to reduce vehicular traffic and encourage increasing bicycle and pedestrian travel. The City’s Bicycle Master Plan also identifies this portion of Robinson Avenue as a “High Priority Proposed Project” for future bicycle infrastructure (City of San Diego 2013). The project would also be consistent with the Regional Plan, which contains policies for enhancing alternative modes of transportation such as bicycling. Additionally, all proposed components of the project would comply with City of San Diego zoning requirements. Therefore, the proposed project would not conflict with any applicable land use plan, policy, or regulation and no impact would occur.

- c) *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. The site is located within the City of San Diego Multiple Species Conservation Plan subarea. The closest location of Multiple Habitat Planning Area (MHPA) is approximately 820 feet to the southwest. The project would not be subject to the Multiple Species Conservation Plan. Therefore, no impact would occur.

7.11 Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES – Would the 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"/>	<input checked="" 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"/>	<input checked="" type="checkbox"/>

~~Draft~~ Final Mitigated Negative Declaration Robinson Avenue Bikeway

- 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?*

No Impact. According to the Department of Conservation’s Generalize Mineral Land Classification Map of Western San Diego County, California, the project site is classified as Mineral Resource Zone 3; this zone is defined as “areas containing mineral deposits the significance of which cannot be evaluated from available data” (Department of Conservation 1996). While the importance of the mineral deposits in the area is undetermined, the project site is located in a highly developed and urbanized area with land uses that are incompatible with and preclude mineral extraction. Therefore, the proposed project would not result in the loss of availability of a known mineral resources that would be of value to the state and no impact would occur.

- 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?*

No Impact. According to City of San Diego’s General Plan Conservation Element, the project site is located in an area designated as Mineral Resources Zone 3, which are areas of undetermined significance of mineral resources (Figure CE-6 of the Conservation Element) (City of San Diego 2008). While the importance of the mineral deposits in the area is undetermined, the project site is located in a highly developed and urbanized area with land uses are incompatible with and preclude mineral extraction. Therefore, the proposed project would not result in the loss of availability of locally important mineral resources and no impact would occur.

7.12 Noise

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE – Would the 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Draft Final Mitigated Negative Declaration
Robinson Avenue Bikeway**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE – Would the project result in:				
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"/>	<input checked="" 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 checked="" 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"/>	<input checked="" 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"/>	<input checked="" type="checkbox"/>

The following section presents a summary of the Noise Assessment prepared for the proposed project by Dudek in August 2015 and is included as Appendix D to this MND. Background, existing conditions, regulatory setting, and methodologies regarding the air quality analysis are found in Appendix D.

- 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 with Mitigation Incorporated. The proposed project would be primarily related to construction of the proposed bikeway path and related improvements. Operation of the proposed project would be limited to occasional maintenance and repairs which would not generate substantial noise.

As outlined in the City’s General Plan Noise Element, the City considers outdoor noise levels of up to 70 decibels (dB) Community Noise Equivalent Level (CNEL) to be conditionally acceptable for the outdoor use areas of multi-family land uses. Interior noise levels are considered compatible up to 45 dB CNEL (see Appendix D). The City also regulates noise associated with construction activities. Construction is permitted between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturdays, with the exception of legal holidays. Construction equipment shall be operated so as not to cause,

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at or beyond the property lines of any property zoned residential, an average sound level greater than 75 dB during the 12-hour period from 7:00 a.m. to 7:00 p.m.

Development activities and associated equipment necessary for project construction are described above in Table 1. As demonstrated in Table 1, construction equipment anticipated for project development includes only standard equipment that would be employed for any routine construction project of this scale; construction equipment with substantially higher noise and vibration generation characteristics (such as pile drivers, rock drills, blasting equipment, etc.) are not anticipated for development of the project. Maximum construction noise levels at 50 feet would be approximately 88 dB during demolition activities (due to jackhammer use) and approximately 85 dB during the remainder of construction.

Residential properties abut the Robinson Avenue ROW on the north and south side of the project site. For the purposes of this analysis, it is assumed that construction activities would occur within 10 feet of existing residential property lines, and within approximately 25 feet of existing structures.

As indicated previously, maximum construction noise levels at 50 feet would be approximately 88 dB during demolition activities (due to jackhammer use) and approximately 85 dB during the remainder of construction. At a distance of 10 feet, the maximum noise level at adjacent residential property lines would be approximately 102 dB during demolition activities and approximately 99 dB during the remainder of construction. The 12-hour average sound level during construction would be substantially less than these maximum noise levels due to the intermittent nature of construction noise; however, construction noise levels could exceed the City's noise criterion of 75 dB during the 12-hour period from 7:00 a.m. to 7:00 p.m. As a result, these noise levels are considered to represent a potentially significant impact and mitigation is required. With the incorporation of mitigation measure MM-NOI-1, which would limit construction hours, place mufflers on equipment engines, and orient stationary sources to direct noise away from sensitive uses, impacts would be reduced to a level below significance.

Mitigation Measures

MM-NOI-1 Prior to commencement of construction, SANDAG shall ensure that:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.

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- Construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used.
- Noise attenuation measures, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources, are implemented.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from or shielded from sensitive noise receivers.
- During construction, stockpiling and vehicle staging areas shall be located away from noise sensitive receptors to the extent practicable.
- The engineer shall ensure that grading activities are limited to the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday.
- Two weeks prior to the commencement of construction, notification must be provided to surrounding land uses within 100 feet of the project site disclosing the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period. This notification shall give a contact phone number for any questions or complaints.

b) *Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Less than Significant Impact. The heavier pieces of construction equipment used at this site would include bulldozers, loaded trucks, water trucks and pavers. Groundborne vibration information related to construction activities has been collected by Caltrans (see Appendix D). Groundborne vibration is typically attenuated over short distances. As stated previously, it is assumed that construction activities would occur within approximately 25 feet of existing structures. Based on published vibration data, the anticipated construction equipment would generate a peak particle velocity of approximately .09 inch/second or less at a distance of 25 feet (see Appendix D). Therefore, construction activities are anticipated to result in vibration below nuisance

~~Draft~~ Final Mitigated Negative Declaration Robinson Avenue Bikeway

levels, and below levels that can cause structural damage. As a result, the proposed project's vibration impact 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?*

No Impact. Noise generated by the proposed project would be limited to construction, which is short-term and temporary in nature. As discussed in Section 7.16, Transportation and Traffic, the proposed project would result in slight changes in automobile traffic patterns. However, the capacity of Robinson Avenue would not be expanded, which would thereby increase traffic levels. Therefore, traffic noise associated with the slight changes in traffic patterns would be negligible. Additionally, while the proposed project would result in an increase in pedestrian and bicycle traffic to the area, noise generated by pedestrians and bicyclists would be minimal. No components of the proposed project would result in long-term generation of noise. Therefore, no impact would occur.

- 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 with Mitigation Incorporated. Noise generated by the proposed project would be limited to construction, which is short-term and temporary in nature. Construction noise levels could exceed the City's noise criterion of 75 dB during the 12-hour period from 7:00 a.m. to 7:00 p.m. As a result, these noise levels are considered to represent a potentially significant impact and mitigation is required. With the incorporation of mitigation measure MM-NOI-1 (provided under response 7.12(a)), which would limit construction hours, place mufflers on equipment engines, and orient stationary sources to direct noise away from sensitive uses, impacts would be reduced to a level below significance.

- e) *Would the project be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. The project site is located within Review Area 2 of the San Diego International Airport Land Use Compatibility Plan, which is defined as an area subject to airspace protection and overflight notification (San Diego County Regional Airport Authority 2014). According to the San Diego International Airport Land Use Compatibility Plan, the project site lies outside the 60 dB CNEL noise contour (see Exhibit 2-1 of the plan) which is established as the noise threshold for land use compatibility (San Diego County Regional

**Draft Final Mitigated Negative Declaration
Robinson Avenue Bikeway**

Airport Authority 2014). As the project site lies outside the 60 dB CNEL noise contour, noise resulting from the airport would dissipate with distance and not substantially affect the project site. Therefore, the proposed project would not expose people to excessive airport noise levels and no impact would occur.

f) Would the project be 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 proposed project does not lie within the vicinity of a private airstrip. Therefore, the proposed project would not expose people to excessive airport noise from a private airstrip and no impact would occur.

7.13 Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING – Would the 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"/>
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. The proposed project does not include housing or commercial land uses that would directly induce population growth to the area. While the project would be considered the expansion of transportation infrastructure, it would not lead to indirect growth in the area. The expansion of bicycle infrastructure within a highly developed and urbanized area would not typically lead to indirect growth in such a way as a new road to an undeveloped location would. Additionally, any bikeway users from outside the area would be expected to visit the facility, rather than permanently relocated. Therefore, no impact would occur.

**Draft Final Mitigated Negative Declaration
Robinson Avenue Bikeway**

- b) *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*
- c) *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact. The entire project site is located within the Robinson Avenue ROW with the exception of approximately 2,800 square feet of land that would be acquired from the property to the north. The project would not displace any number of existing housing or people and no impact would occur.

7.14 Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES				
a) Would the 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 any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Would the 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 any of the public services:*

Fire and police protection?

Less than Significant Impact. Project operation would not increase population in the project area; therefore, no new or physically altered fire or police protection facilities would be required. Construction would be of limited duration and the construction contractor would be required by the City of San Diego to prepare and implement a traffic control plan to ensure that roadway closures and/or detours would not adversely affect

~~Draft~~ Final Mitigated Negative Declaration Robinson Avenue Bikeway

fire department and police access to the project site or surrounding properties. Therefore, impacts would be less than significant.

Schools?

No Impact. The proposed project would not introduce a new population to the area. Therefore, the proposed project would not increase the demand for schools and no impact would occur.

Parks?

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

Other public facilities?

No Impact. The proposed project would not introduce a new population to the area. Therefore, the proposed project would not increase the demand for public facilities and no impact would occur.

7.15 Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Draft Final Mitigated Negative Declaration
Robinson Avenue Bikeway**

- 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. The proposed project would not introduce a new population to the area such that the use of existing parks and recreational facilities would be directly increased. 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 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.

- 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 connectivity and safety. Although this project is considered an expansion of transportation infrastructure, the bicycle roadway improvements and bikeway 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 and Traffic

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC – Would the 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"/>

**Draft Final Mitigated Negative Declaration
Robinson Avenue Bikeway**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC – Would the project:				
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>

The following section presents a summary of the Transportation Assessment prepared for the proposed project by Fehr and Peers in ~~October 2015~~ May 2016 and is included as Appendix E to this MND.

- 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 improvements along Robinson Avenue would not substantially alter traffic patterns within and around the project site. The proposed bikeway path is not designed for automobile use and would be restricted to pedestrians and bicycles only. The proposed project would improve bicycle safety and connectivity within the area while not adversely affecting automobile traffic, consistent with the Regional Plan and the San Diego Regional Bike Plan. Additionally, the proposed project would contribute to reduced vehicular traffic congestion by providing an alternative to vehicle commuting. Therefore, the proposed

~~Draft~~ Final Mitigated Negative Declaration Robinson Avenue Bikeway

project would not conflict with the applicable plans for the effectiveness of the circulation system and no impact would occur.

- 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?*

Less than Significant Impact. SANDAG's Congestion Management Program contains roadway monitoring, transportation demand management, and improvements programs to manage roadway congestion and level of service standards within the region. The proposed project would not result in substantial adverse effects to the level of service of the roadways within and surrounding the project site. The proposed traffic improvements would not affect capacity of the roadways. Therefore, impacts would be less than significant.

- 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 involves bikeway improvements along the Robinson Avenue ROW and would not affect air traffic patterns. Therefore, no impact would occur.

- 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. Currently the traffic speed exceeds the posted speed limit by 3 mph along Robinson Avenue. The proposed project would reduce the 85th percentile speed through the integration of narrower travel lanes and, a neighborhood traffic circle, ~~and a mini roundabout~~. By altering the cross-section of the road and integrating ~~these~~ this horizontal deflections, it is anticipated the travel speed along the road will be reduced and increase safety.

The buffered bike lanes would clearly define a space for bicycles that are separated from travel lanes with the three foot striped buffer. The buffer provides separation from the faster moving autos and provides clear space for bicyclists to avoid obstructions within and adjacent to the bike lane (such as drivers in parked vehicles opening their door into the bike lane).

~~Currently, there are several stop signs along Robinson Avenue, which require bicyclists and automobiles to stop, regardless of the presence of another bicycle or automobile. The replacement of the stop signs with a mini roundabout would reduce~~

~~Draft~~ Final Mitigated Negative Declaration Robinson Avenue Bikeway

~~the number of stops and decrease the delay for travelers along the Robinson Avenue corridor without compromising the traffic control in the intersection. Roundabouts have a history of reducing severe accidents (head-on and T-bone) as vehicles and bicycles are required to navigate around the circle.~~

~~Curb extensions would be constructed on each corner of the intersection to narrow the automobile entry lane and deflect traffic entering the roundabout. As a result, pedestrian crossing distances and exposure to on-coming traffic would reduce from the existing 52-foot curb-to-curb to two 10-to-14-foot crossings. With the center splitter island, pedestrians would cross one direction of traffic at a time as the island serves as a refuge area should pedestrians need to wait for gaps to cross each direction of traffic. The crosswalks are also set back further from the intersection, requiring vehicles to yield to pedestrians in advance of the roundabout, making pedestrians more visible to the driver, increasing safety.~~

~~Similar to the mini roundabout,~~ ~~†~~The presence of the neighborhood traffic circle in the Robinson Avenue/Florida Street intersection requires deflection of vehicles and results in reduced traffic speeds through the intersection. The circular pattern of travel results in reduced potential for T-bone and head-on collisions. Bicycles would travel through the traffic circle with traffic and sharrows would be provided through the ~~mini roundabout~~ and neighborhood traffic circle to guide bicyclists to the center of the lane and to remind drivers of the presence of bicyclists along the corridor and increasing safety.

The presence of a stop sign would improve visibility of the Robinson Avenue/Alabama Street intersection, which is currently difficult to see due to parked vehicles along both Robinson Avenue and Alabama Street. The presence of the proposed stop signs would also require all vehicles to stop at the intersection, improving access for pedestrians and bicycles entering/existing the proposed cycle track east of the bikeway path.

As indicated in the Transportation Assessment, each component of the proposed project would increase automobile, bicyclist, and pedestrian safety along Robinson Avenue. None of the proposed components would result in an increase safety hazards along Robinson Avenue. Therefore, impacts would be less than significant.

e) ***Would the project result in inadequate emergency access?***

Less than Significant Impact. Construction would require short-term and temporary lane closures along Robinson Avenue and associated intersections within the project site. General construction activities and staging of vehicles and materials could potentially result in adverse effects to emergency access along Robinson Avenue and to adjacent

~~Draft~~ Final Mitigated Negative Declaration Robinson Avenue Bikeway

properties. Construction would be of limited duration and the construction contractor would be required by the City of San Diego to prepare and implement a traffic control plan. The traffic control plan may include, but not limited to, warning signs, barricades, cones, lane closures, flaggers, pedestrian detours, and notification to emergency service providers, to ensure that roadway closures and/or detours would not adversely affect emergency access to the project site or surrounding properties. Therefore, impacts are less than significant.

During operation, the proposed traffic improvements along Robinson Avenue would not affect the ability of emergency vehicles to travel safely and efficiently along the roadway. As stated previously, on either end of the proposed bikeway path, there are residential units that take access from Robinson Avenue. Access to the multi-family residential complex would not be modified with the construction of the path such that emergency access would be affected. Therefore, there would be no emergency access impacts on the west side of Robinson Avenue during operation of the proposed project.

A gap in the cycle track median would be provided to allow for emergency access to and from the driveway perpendicular with Robinson Avenue on the north side of the corridor. No other driveways would be affected by the proposed improvements. Therefore, during operation, the proposed project would not result in inadequate emergency access and impacts would be less than significant.

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

No Impact. The proposed project is a portion of SANDAG's North Park - Mid City Bikeways project and would provide an important connection for bicyclists travelling along Robinson Avenue that does not currently exist, which would be consistent with the City of San Diego General Plan, City of San Diego Bicycle Master Plan, and the Regional Plan. Additionally, as discussed in response 7.16(d), the proposed project would improve overall pedestrian and bicyclist safety along this segment of Robinson Avenue and associated intersections within the project site. Therefore, no impact would occur.

**Draft ~~Final~~ Mitigated Negative Declaration
Robinson Avenue Bikeway**

7.17 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS – Would the 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 type="checkbox"/>	<input checked="" 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. Therefore, the proposed project would not have the potential to exceed the wastewater treatment requirements of the RWQCB. 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. The proposed project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. The proposed

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project would not generate wastewater and, therefore, would not have the potential to affect the capacity of existing wastewater treatment facilities such that their expansion would be required.

During the grading phase of construction, the proposed project would utilize water trucks for dust control and other construction needs. The amount that would be utilized during construction would be minimal, short-term, and not result in a substantial demand for water. During operation, the proposed project would not result in any long-term demand for water. Therefore, the proposed project would not result in a demand for water such that existing water facilities would require expansion. Therefore, no impact would occur.

- c) *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less than Significant Impact. As described in Section 2, Project Description, the existing east-west stormwater drainage system within the proposed bikeway path location would be abandoned in place and relocated nearby within an existing City of San Diego utility easement. The new drainage infrastructure would be designed to adequately serve the proposed project and existing runoff. The minimal increase in runoff resulting from the development of the proposed bikeway path would be directed to the new relocated stormwater drainage system, which would adequately handle runoff flows. Construction of the new drainage infrastructure would be completed as a component of the proposed project, the impacts of which are discussed throughout this MND. See also Section 7.9, Hydrology and Water Quality for additional discussion regarding drainage. Therefore, impacts would be less than significant.

- d) *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

Less than Significant Impact. The proposed project would only require the use of water during construction. The amount required would be minimal, short-term, and would not result in a substantial demand for water. Therefore, the proposed project would minimally affect water supplies and impacts would be less than significant.

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- 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 proposed project would not generate wastewater. Therefore, the project would not affect the capacity of the wastewater treatment facilities in the area and no impact would occur.

- 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. The proposed project's generation of waste would be limited to the construction phase. Waste would be generated from ground disturbing activities, general construction processes, tree removal, and miscellaneous waste from construction workers. Construction waste would be short-term and temporary. As the project is located within the City of San Diego, it would be required to comply with the City's municipal code requirements as they relate to construction debris diversion. Compliance with federal, state, and local regulations would ensure that the all recyclable construction materials are diverted from landfills to the extent feasible. No permanent increase in the generation of waste would occur as a result of the proposed project. Therefore, impacts would be less than significant.

- g) *Would the project comply with federal, state, and local statutes and regulations related to solid waste?*

No Impact. The proposed project would not generate solid waste during operation. During construction, the project would comply with applicable federal, state, and local regulations regarding the proper disposal of solid waste, including the City of San Diego municipal code requirements as they relate to construction debris diversion. Therefore, no impact would occur.

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Robinson Avenue Bikeway**

7.18 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input 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 Impact with Mitigation Incorporated. As discussed in Section 7.4, Biological Resources, construction of the proposed project would potentially result in significant impacts to nesting birds. However, with incorporation of mitigation measure MM-BIO-1, all potentially significant impacts would be reduced to a level below significance. The proposed project would not substantially degrade the quality of the environment, impact fish or wildlife species, or plant communities. As discussed in Section 7.5, Cultural Resources, potential impacts regarding inadvertent discovery of cultural and paleontological resources could occur during excavation associated with the proposed bikeway path. However, implementation of mitigation measures MM-CUL-1

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and MM-CUL-2 would ensure that impacts would be less than significant. Overall, impacts would be less than significant with the incorporation of mitigation.

- 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. As provided in the analysis presented in Section 7, the proposed project would not result in significant impacts to aesthetics, agriculture and forestry resources, air quality, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, and utilities and service systems. Mitigation measures recommended for biological resources, cultural resources, and noise would reduce impacts to below a level of significance.

The proposed project would incrementally contribute to cumulative impacts for projects occurring within the city. With mitigation, however, implementation of the proposed project would not result in any residually significant impacts that could contribute to a cumulative impact. In the absence of residually significant impacts, the incremental accumulation of effects would not be cumulatively considerable and would be less than significant.

- 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 Mitigation Incorporated. The potential for adverse direct or indirect impacts to human beings was considered in this MND in Sections 7.1, Aesthetics; 7.3, Air Quality; 7.5, Cultural Resources; 7.6, Geology and Soils; 7.7, Greenhouse Gas Emissions; 7.8, Hazards and Hazardous Materials; 7.9, Hydrology and Water Quality; 7.12, Noise; 7.13, Population and Housing; 7.14, Public Services; 7.15, Recreation; 7.16, Transportation and Traffic; and 7.17, Utilities and Service Systems. Based on this evaluation, there is no substantial evidence that construction or operation of the proposed project with the proposed mitigation measures incorporated would result in a substantial adverse effect on human beings.

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8 DISTRIBUTION LIST

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Sacramento, California 95812

California Regional Water Quality Control Board, San Diego Region 9
2375 Northside Drive, Suite 100
San Diego, California 92108

Local Agencies/Organizations

City of San Diego Planning Department
1222 First Avenue, MS 413
San Diego, California 92101

University Heights Library
4193 Park Boulevard
San Diego, California 92103

North Park Library
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