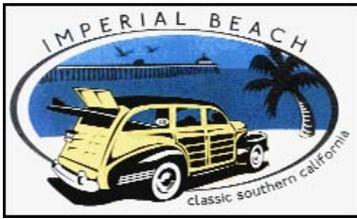


Appendix A

Notice of Preparation (NOP) and Responses



(619) 628-1356
FAX: (619) 429-9770

COMMUNITY DEVELOPMENT DEPARTMENT
825 IMPERIAL BEACH BOULEVARD • IMPERIAL BEACH, CALIFORNIA 91932

October 10, 2007

TO: Distribution List [by certified mail]

**RE: Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Bicycle Transportation Plan and Palm Avenue Eco-Bikeway Project
CIP# S05-104**

The City of Imperial Beach will be the Lead Agency and will prepare an environmental impact report for the project identified above. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and potential environmental effects are contained in the attached Environmental Initial Study.

Due to time limits mandated by State law, your response must be sent at the earliest possible date **but not later than 30 days** after receipt of this notice.

Please send your response to the City's environmental consultant, **Michael L. Page, AICP**, at Tierra Environmental Services, 9915 Businesspark Avenue, Suite C, San Diego, CA 92131. Please provide the name for a contact person in your **agency** in your response.

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, and 15375.

Project Title: Eco-Bikeway and Traffic Calming Project CIP# S05-104

Project Applicant: City of Imperial Beach

Michael L. Page, AICP
Principal Environmental Planner

Attachments: Distribution list
Project description with location map

NOP DISTRIBUTION LIST

State Clearinghouse
1400 Tenth Street
P.O. Box 3044
Sacramento, CA 95812-3044

Robert Reider
San Diego Air Pollution Control District
10124 Old Grove Rd
San Diego, CA 92131

Cynthia Melcher
Imperial Beach
Chamber of Commerce
702 Seacoast Drive
Imperial Beach, CA 91932-1871

SANDAG
John Duve, Sr. Transportation Planner
401 B Street, Ste. 800
San Diego, CA 92101

Conan Cheung, Planning Director
MTS
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490

Brent McDonald,
Caltrans District 11
4050 Taylor Street MS 240
San Diego, CA 92110

Nancy Schmidt
P.O. Box 52
La Mesa, CA 91944

Diana Lilly, Coastal Program Analyst
CA Coastal Commission - San Diego District
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108-4402



Figure 1
Regional Location Map
Imperial Beach, CA



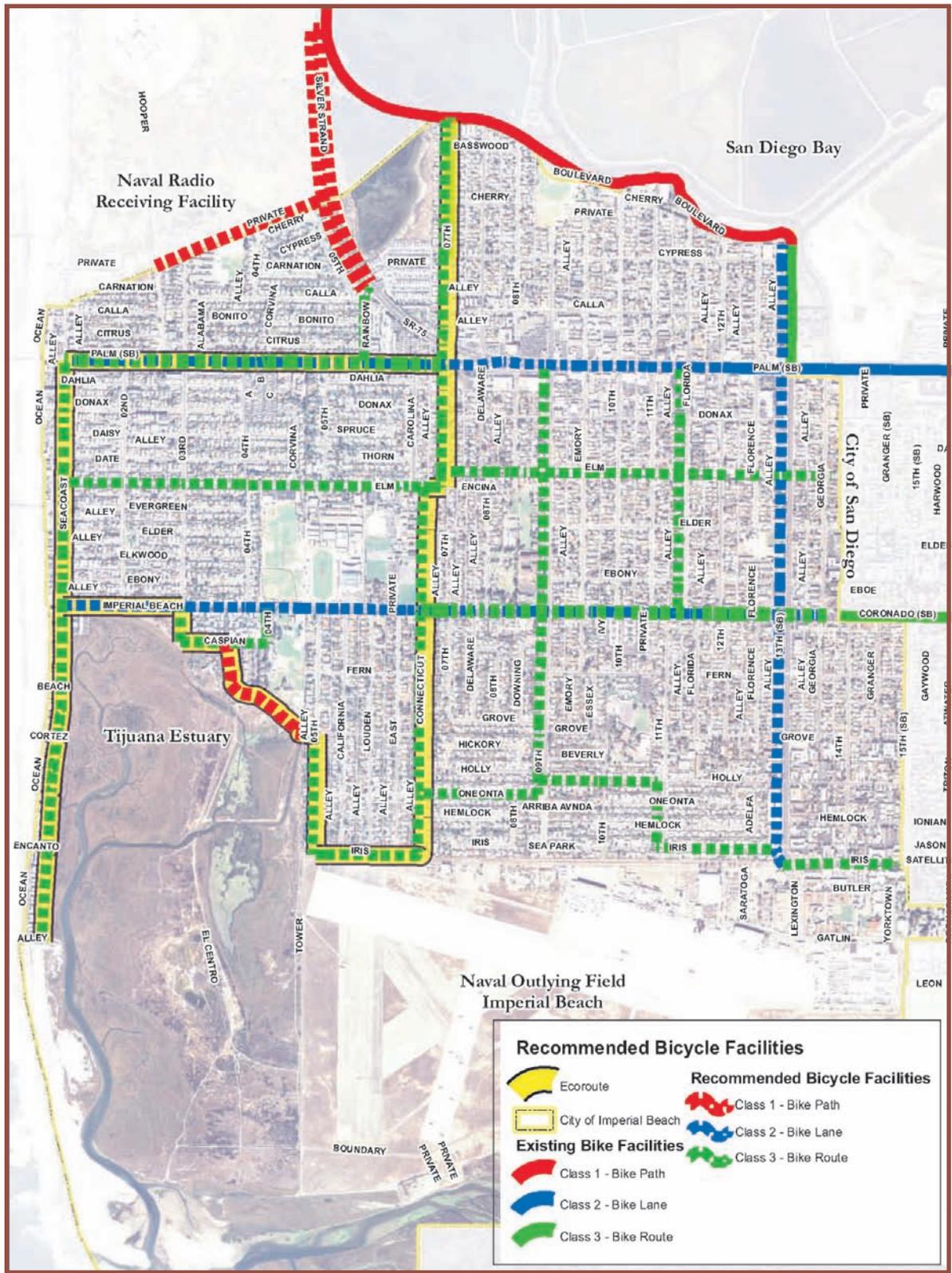


Figure 2
Bicycle Transportation Plan





Source: USGS 7.5' Quarangle (Imperial Beach 1967 Photorevised 1975)

Figure 3
 Palm Avenue Eco Bikeway Vicinity Map
 (USGS)





ARNOLD SCHWARZENEGGER
GOVERNOR

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



CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

October 15, 2007

To: Reviewing Agencies

Re: Imperial Beach Bicycle Transportation Plan and Palm Avenue Eco Bikeway Project CIP #S05-104
SCH# 2007101061

Attached for your review and comment is the Notice of Preparation (NOP) for the Imperial Beach Bicycle Transportation Plan and Palm Avenue Eco Bikeway Project CIP #S05-104 draft Environmental Impact Report (EIR).

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

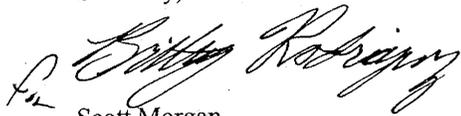
Please direct your comments to:

Vicki Madrid
City of Imperial Beach
825 Imperial Beach Boulevard
Imperial Beach, CA 92932

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

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

Sincerely,



Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2007101061
Project Title Imperial Beach Bicycle Transportation Plan and Palm Avenue Eco Bikeway Project CIP #S05-104
Lead Agency Imperial Beach, City of

Type NOP Notice of Preparation

Description BTP - The BTP consists of an evaluation of existing conditions within the City of Imperial Beach, as well as future land use plans and anticipated development and population densities, to determine the best way to accommodate, improve, and promote safe and efficient bicycle travel within the City. Recommendations consist of Class 1 bicycle paths, Class 2 bicycle lanes, and Class 3 bicycle routes. The intent is to provide a comprehensive and coordinated plan for bicycle transportation that benefits the entire City so that specific proposals for bicycle-related improvements may be evaluated for conformance with the BTP. These future projects may require right-of-way acquisitions, modification of vehicle travel lanes, sidewalks, curbs, gutters, crosswalks, signage, and other modification for the public right-of-way. The specifics of potential future projects cannot be determined until such time as they are proposed.

Palm Avenue Eco Bikeway - The Palm Avenue Eco-Bikeway project consists of the reclassification of Palm Avenue, between 3rd and 7th Streets, from a four-lane collector to a two-lane collector with a two-way left turn lane. This reclassification will allow for modifications to existing motor vehicle travel lanes, parking areas, medians, landscaping, sidewalks, curbs, gutters, and signs, and the addition of Class 2 bicycle lanes along Palm Avenue. The purpose of the project is to provide an improved bicycle connection between the Bayshore Bikeway and the beachfront commercial area in Imperial Beach.

Lead Agency Contact

Name Vicki Madrid
Agency City of Imperial Beach
Phone (619) 424-2214 **Fax**
email
Address 825 Imperial Beach Boulevard
City Imperial Beach **State** CA **Zip** 92932

Project Location

County San Diego
City Imperial Beach
Region
Cross Streets 7th Street, Carolina Street, Rainbow Drive, Corvina Street, Alabama Street, and 3rd Street
Parcel No.
Township 18S **Range** 2W **Section** 19 **Base** SBB&M

Proximity to:

Highways SR 75
Airports IB Naval Auxiliary Landing Field
Railways SD Trolley
Waterways San Diego Bay, Pacific Ocean
Schools Bayside ES, Central ES, West View ES, Imperial Beach ES, Oneonta
Land Use City Streets

Project Issues Aesthetic/Visual; Air Quality; Traffic/Circulation

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 9; Department of Parks and Recreation; Native American Heritage Commission; Public Utilities Commission; Department of Fish and Game, Region 5; Department of Water Resources; California Coastal Commission; California Highway Patrol; Caltrans, District 11; Caltrans, Division of Aeronautics; Air Resources Board, Transportation Projects; State Lands Commission

**Document Details Report
State Clearinghouse Data Base**

Date Received 10/15/2007

Start of Review 10/15/2007

End of Review 11/13/2007

Resources Agency
Nadell Gayou

Dept. of Boating & Waterways
David Johnson

California Coastal Commission
Elizabeth A. Fuchs

Colorado River Board
Gerald R. Zimmerman

Dept. of Conservation
Sharon Howell

Resources Agency
Nadell Gayou

Dept. of Boating & Waterways
David Johnson

California Coastal Commission
Elizabeth A. Fuchs

Colorado River Board
Gerald R. Zimmerman

Dept. of Conservation
Sharon Howell

Dept. of Parks & Recreation
Environmental Stewardship Section

Reclamation Board
DeeDee Jones

S.F. Bay Conservation & Dev't. Comm.
Steve McAdam

Dept. of Water Resources
Resources Agency
Nadell Gayou

Conservancy

Fish and Game
Scott Flint
Environmental Services Division

Fish & Game Region 1
Donald Koch

Fish & Game Region 1E
Laurie Harnsberger

Fish & Game Region 2
Banky Curtis

Fish & Game Region 3
Robert Floerke

Fish & Game Region 4
Julie Vance

Fish & Game Region 5
Don Chadwick
Habitat Conservation Program

Fish & Game Region 6
Gabrina Gatchel
Habitat Conservation Program

Fish & Game Region 6 I/M
Gabrina Getchel
Inyo/Mono, Habitat Conservation Program

Dept. of Fish & Game M
George Isaac
Marine Region

Other Departments

Food & Agriculture
Steve Shaffer
Dept. of Food and Agriculture

Dept. of General Services
Public School Construction

Dept. of General Services
Environmental Services Section

Dept. of Health Services
Veronica Malloy
Dept. of Health/Drinking Water

Independent Commissions, Boards

Delta Protection Commission
Debbie Eddy

Office of Emergency Services
Dennis Castrillo

Governor's Office of Planning & Research
State Clearinghouse

Native American Heritage Comm.
Debbie Treadway

Public Utilities Commission
Ken Lewis

Santa Monica Bay Restoration
Guangyu Wang

State Lands Commission
Jean Sartinio

Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

Business, Trans. & Housing
Caltrans - Division of Aeronautics
Sandy Hesnard

Caltrans, District 8
Dan Kopulsky

Caltrans, District 9
Gayle Rosander

Caltrans, District 10
Tom Dumas

Caltrans, District 11
Mario Orso

Caltrans, District 12
Ryan P. Chamberlain

Caltrans, District 1
North Coast Region (1)

Environmental Document Coordinator
San Francisco Bay Region (2)

Central Coast Region (3)

Teresa Rodgers
Los Angeles Region (4)

Central Valley Region (5)

Central Valley Region (5)
Fresno Branch Office

Central Valley Region (5)
Redding Branch Office

Lahontan Region (6)

Lahontan Region (6)
Victorville Branch Office

Colorado River Basin Region (7)

Santa Ana Region (8)

San Diego Region (9)

Other

Other

Other

Caltrans, District 8
Dan Kopulsky

Caltrans, District 9
Gayle Rosander

Caltrans, District 10
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Lahontan Region (6)
Victorville Branch Office

Colorado River Basin Region (7)

Santa Ana Region (8)

San Diego Region (9)

Other

Other

Other

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
www.nahc.ca.gov
ds_nahc@pacbell.net



October 24, 2007

Ms. Vicki Madrid

CITY OF IMPERIAL BEACH COMMUNITY DEVELOPMENT DEPARTMENT

825 Imperial Beach Boulevard
Imperial Beach, CA 91932

Re: SCH# 2007101061; CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for Bicycle Transportation Plan and Palm Avenue Eco-Bikeway Project, CIP# S05-104; City of Imperial Beach; San Diego County, California

Dear Ms. Madrid:

Thank you for the opportunity to comment on the above-referenced document. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR per CEQA guidelines § 15064.5(b)(c). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE),' and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

- ✓ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the 'Information Center' nearest you is available from the State Office of Historic Preservation in Sacramento (916/653-7278). The record search will determine:
 - If a part or the entire (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission (NAHC) for:
 - * A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have information on cultural resources in or near the APE. Please provide us site identification as follows: USGS 7.5-minute quadrangle citation with name, township, range and section. This will assist us with the SLF.
 - Also, we recommend that you contact the Native American contacts on the attached list to get their input on the effect of potential project (e.g. APE) impact. In many cases a culturally-affiliated Native American tribe or person will be the only source of information about the existence of a cultural resource.
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

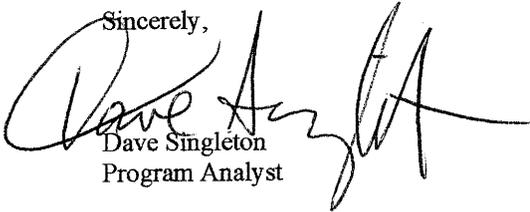
√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigations plans.

- CEQA Guidelines §15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the Initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American groups, identified by the NAHE, to ensure the appropriate and dignified treatment of Native American human remains and any associated grave goods.
- Health and Safety Code §7050.5, Public Resources Code §5097.98 and CEQA Guidelines §15064.5(d) mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

√ Lead agencies should consider avoidance, as defined in CEQA Guidelines §15370 when significant cultural resources are discovered during the course of project planning or execution.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Singleton". The signature is stylized and cursive, with a large initial "D" and "S".

Dave Singleton
Program Analyst

Attachment: Native American Contact List

**Native American Contacts
San Diego County
October 24, 2007**

Ewiiapaayp Tribal Office Harlan Pinto, Sr., Chairperson PO Box 2250 Alpine, CA 91903-2250 wmicklin@leaningrock.net (619) 445-6315 - voice (619) 445-9126 - fax	Kumeyaay	Kumeyaay Cultural Historic Committee Ron Christman 56 Viejas Grade Road Alpine, CA 92001 (619) 445-0385	Diegueno/Kumeyaay
Manzanita Band of Kumeyaay Nation Leroy J. Elliott, Chairperson PO Box 1302 Boulevard, CA 91905 (619) 766-4930 (619) 766-4957 Fax	Kumeyaay	Campo Kumeyaay Nation H. Paul Cuero, Jr., Chairperson 36190 Church Road, Suite 1 Campo, CA 91906 chairgoff@aol.com (619) 478-9046 (619) 478-5818 Fax	Kumeyaay
Sycuan Band of the Kumeyaay Nation Danny Tucker, Chairperson 5459 Sycuan Road El Cajon, CA 92021 ssilva@sycuan-nsn.gov 619 445-2613 619 445-1927 Fax	Diegueno/Kumeyaay	Jamul Indian Village William Mesa, Chairperson P.O. Box 612 Jamul, CA 91935 jamulrez@sctdv.net (619) 669-4785 (619) 669-48178 - Fax	Diegueno/Kumeyaay
Viejas Band of Mission Indians Bobby L. Barrett, Chairperson PO Box 908 Alpine, CA 91903 daguilar@viejas-nsn.gov (619) 445-3810 (619) 445-5337 Fax	Diegueno/Kumeyaay	Kumeyaay Cultural Repatriation Committee Steve Banegas, Spokesperson 1095 Barona Road Lakeside, CA 92040 (619) 443-6612 (619) 443-0681 FAX	Diegueno/Kumeyaay

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

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

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2007101061; CEQA Notice of Preparationh (NOP); draft Environmental Impact Report (DEIR) for the Biccycle Transportation Plan and Palm Avenue Eco-Bikeway Project CIP# S05-104; City of Imperial Beach; San Diego County, California.

**Native American Contacts
San Diego County
October 24, 2007**

Clint Linton
P.O. Box 507
Santa Ysabel , CA 92070
(760) 803-5694
cjlinton73@aol.com

Diegueno/Kumeyaay

Manzanita Band of the Kumeyaay Nation
Nick Elliott, Cultural Resources Coordinator
P.O. Box 1302 Kumeyaay
Boulevard , CA 91905
(619) 766-4930
(919) 766-4957

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

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

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2007101061; CEQA Notice of Preparationh (NOP); draft Environmental Impact Report (DEIR) for the Biccycle Transportation Plan and Palm Avenue Eco-Bikeway Project CIP# S05-104; City of Imperial Beach; San Diego County, California.

Appendix B

Environmental Initial Study

**Initial Study
Bicycle Transportation Plan
and Palm Avenue Eco Bikeway Project
City of Imperial Beach,
San Diego County, CA**

Lead Agency:

City of Imperial Beach
Department of Public Works
495 Tenth Avenue
Imperial Beach, CA 91932

Contact: Ms. Vicki Madrid
(619) 424-2214

Prepared by:

Tierra Environmental Services
9915 Businesspark Avenue, Suite C
San Diego, CA 92131
Contact: Mr. Michael L. Page, AICP
(858) 578-9064

October 3, 2007

SECTION 1 INTRODUCTION

1.1 PURPOSE

The proposed project consists of the Imperial Beach Bicycle Transportation Plan (BTP), which is a planning document, and the construction of the Palm Avenue Eco Bikeway Project, which is the first proposed bicycle improvement project proposed under the BTP.

The objectives of the BTP are to:

- Identify the existing conditions within the City of Imperial Beach relating to bicycle transportation;
- Determine the need and feasibility for bicycle projects outlined in the City's General Plan;
- Recommend a city-wide network of Class 1 bicycle paths, Class 2 bicycle lanes, and Class 3 bicycle routes that will maximize the safety and efficiency of bicycle travel within the City while improving aesthetics and pedestrian traffic.

The objectives of the Palm Avenue Eco Bikeway Project are to:

- Create a vital physical link between the Bayshore Bikeway and the Seacoast Drive beach area and other points of interest within the City of Imperial Beach as shown in the Imperial Beach General Plan for the Eco Bikeway Route;
- Improve the aesthetics of the landscaping and streetscape to be more desirable to pedestrians, bicyclists, and motorists;
- Provide traffic calming measures to reduce vehicle speeds;
- Increase on-street parking opportunities.

1.2 PROJECT LOCATION

BTP - The BTP covers the entire City of Imperial Beach, San Diego County, California, which is located on the Pacific Ocean in the extreme southwestern corner of the United States.

Palm Avenue Eco Bikeway - The proposed Palm Avenue Eco Bikeway Project is located entirely within the Palm Avenue right-of-way, from 3rd Street to 7th Street , within the City of Imperial Beach.

1.3 PROJECT DESCRIPTION

The BTP is proposed as an amendment to the Circulation Element of the City's General Plan. The purpose is to promote the orderly and coordinated development

of safe and efficient bicycle facilities throughout the City of Imperial Beach. Bikeways proposed within the City of Imperial Beach fall within three classes, Class 1, Class 2, and Class 3.

Class 1 Bicycle Paths are hard surfaced routes with an exclusive right-of-way physically separated from vehicular roadways and intended specifically for non-motorized use. They are generally two-way with center striping and a minimum width of 8 feet.

Class 2 Bicycle Lanes are marked bicycle lanes within roadways adjacent to the curb lane, delineated by appropriate striping and signage. Bicycle lanes help delineate available road space for preferential use by cyclists and motorists, and to promote more predictable movements for each.

Class 3 Bicycle Routes provide directional signage only and typically designate a preferred route between destinations such as residential and shopping areas. Bicyclists share the vehicular right-of-way. A wider than standard outside lane is recommended as there is no pavement striping to designate a bicycle lane. Class 3 bicycle routes are typically designated where roadway speeds and ADTs are fairly low and where route directness and number of users is not likely to be significant. Bicycle route guide signs should be provided at decision points along designated bicycle routes, including signs to inform bicyclists of bicycle route directions and changes and confirmation signs for route direction, distance, and destination.

Class 1 Bicycle Paths

The City of San Diego is currently developing a new section of Class 1 Bicycle Path between Imperial Beach and Chula Vista. This bicycle path, which will be part of the Bayshore Bikeway, will replace the current routing along Palm Avenue. The City of San Diego will be making this connection to the City of Imperial Beach. The only Class 1 bicycle paths proposed within the City of Imperial Beach are three alternatives for a northern connection to the Bayshore Bikeway along Silver Strand Boulevard (SR-75) and a short path through a corner of the Tijuana Estuary to the Tijuana Estuary Visitors Center.

Class 2 Bicycle Lanes

Class 2 bicycle lanes are proposed along Palm Avenue between Seacoast Drive and 3rd Street, Palm Avenue between 7th Street and 13th Street, Rainbow Drive between SR-75 and Palm Avenue, Imperial Beach Boulevard between Seacoast Drive and 3rd Street, Silver Strand Boulevard (SR-75) between Rainbow Drive and Palm Avenue, and 13th Street between the Bayshore Bikeway and Palm Avenue. In addition, the existing Class 3 bicycle route on 13th Street is proposed for conversion to a Class 2 bicycle lane.

Class 3 Bicycle Routes

Class 3 bicycle routes are proposed along Seacoast Drive from Palm Avenue to the end of the cul-de-sac, 7th Avenue south to Encina Avenue, west on Encina Avenue and south on Connecticut Street to Iris Avenue. Class 3 bicycle routes are also proposed for 3rd Street from Imperial Beach Boulevard to Caspian Way, Caspian Way to the Tijuana Estuary Visitors Center, along the path to Grove Avenue, 5th Street from Grove Avenue to Iris Avenue, Iris Avenue from 5th Street to Connecticut Street, and 9th Street from Palm Avenue to Imperial Beach Boulevard and Imperial Beach Boulevard from 3rd Street to the City limit.

Sidewalk Bicycle Route

The Circulation Element of the General Plan calls for a Sidewalk Bicycle Route on the Palm Avenue between 3rd Street and 7th Street. These sidewalks are proposed to be signed to encourage bicyclists, but will remain available for pedestrians. (Note: This type of route is not recognized by Caltrans and is strongly recommended against.)

Ecoroute Bikeway

The General Plan states “A special Ecoroute Bikeway shall be established to encompass Imperial Beach’s environmental assets, including South San Diego Bay, the Tijuana River Estuary, the dunes on South Seacoast Drive, the beach, the pier, and the breakwaters...Distinctive signage shall be developed to designate the route as well as a painted line on the pavement along the route...” The Palm Avenue Eco Bike Route, from 7th Street to 3rd Street, provides the first project under the BTP towards the completion of the Ecoroute Bikeway.

Palm Avenue Eco Bike Route

The proposed project consists of the reclassification of Palm Avenue, between 3rd and 7th Streets, from a four-lane collector to a two-lane collector with a two-way left turn lane. Specific physical roadway changes proposed along Palm Avenue, from 7th Street to 3rd Street, include:

- Curb extensions along Palm Avenue between 3rd Street and 7th Street
- Median curb installations at Carolina Avenue, 4th Street, and 5th Street for westbound Palm Avenue and Corvina Street for eastbound Palm Avenue
- Westbound Palm Avenue lane transition from two to one lane west of Rainbow Drive

The reclassification from four lanes to two lanes will allow for modifications to existing motor vehicle travel lanes, parking areas, medians, landscaping, sidewalks, curbs, gutters, and signs, and the addition of Class 2 bicycle lanes along Palm Avenue. The purpose of the project is to provide an improved bicycle connection between the Bayshore Bikeway and the beachfront area in Imperial Beach. The

proposed bicycle lanes, traffic calming measures, and associated improvements within the Palm Avenue right-of-way are in conformance with the Imperial Beach Ecoroute Bikeway proposed in the City's 1994 General Plan Circulation Element.

The Palm Avenue/Rainbow Drive intersection is currently controlled by a two-way stop sign. A signal warrant was conducted to determine if a traffic signal would be appropriate at this location. The signal warrants were met, meaning that traffic conditions are such that a traffic signal may be desirable. Traffic conditions do not require a traffic signal at the existing stop signs are not causing the LOS to drop below D during the AM and PM peak hours. Therefore, the City must decide whether or not to install a traffic signal at this location.

PROJECT PROPONENT

City of Imperial Beach
Public Works Department
495 Tenth Avenue
Imperial Beach, CA 91932

Telephone: (619) 91932
Contact: Ms. Vicki Madrid

1.4 INTENDED USES OF THIS DOCUMENT

The City of Imperial Beach will use this Environmental Initial Study to identify any potential environmental constraints associated with the proposed BTP and Palm Avenue Eco Bikeway Project from 7th Street to 3rd Street and to solicit input regarding the project from agencies and the general public. This Environmental Initial Study will also be used in support of an Environmental Impact Report (EIR) when considering the approval of the BTP and construction of the Palm Avenue Eco Bikeway project.

1.5 ENVIRONMENTAL SETTING

BTP - The City of Imperial Beach is considered a commuter city where much of the population works outside the city. Major employment centers within the City are government, commercial services, and schools. Commercial development is concentrated along Palm Avenue and Seacoast Drive. Topography throughout the City is nearly flat with the highest elevation approximately 30 feet above sea level. The street network consists of a grid pattern. The weather is moderate and pleasant year-round due to the proximity to the Pacific Ocean. The Bayshore Bikeway connects the City with the City of Coronado via the Silver Strand Boulevard (SR-75) and there are plans to connect the City of Imperial Beach with the City of Chula Vista.

Palm Avenue Eco Bikeway - Palm Avenue is designated as a 4-lane collector in the Circulation Element of the City of Imperial Beach General Plan and provides a primary east/west connection between Interstate 805 (I-805), Interstate 5 (I-5) and

Seacoast Drive along the Pacific Ocean. Silver Strand Boulevard intersects Palm Avenue at Ninth Street, connecting the City of Coronado with the City of Imperial Beach. Single-family and multi-family residential development is found along Palm Avenue, giving way to commercial development to the west towards 3rd Street.

The subject segment of Palm Avenue between 7th and 3rd Streets is a four-lane collector, 64 feet wide curb-to-curb, with center left turn lanes and raised medians with landscaping and enhanced paving. The inside travel lanes are 12 feet wide, the curb lanes are 13 feet wide, and the median is 14 feet wide. This segment of Palm Avenue currently handles 12,600 ADTs. Palm Avenue, west of 3rd Street, is physically the same width as the project area, but has been striped to provide two travel lanes and parking instead of four travel lanes.

1.6 GENERAL PLAN DESIGNATION

The BTP is proposed as an amendment to the Circulation Element of the City's General Plan. The Palm Avenue Eco Bikeway Project is proposed entirely within the Palm Avenue right-of-way. Palm Avenue is designated as a four-lane collector in the Circulation Element.

SECTION 2 ENVIRONMENTAL CHECKLIST

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
1. Aesthetics				
<i>Would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
2. Agriculture Resources				
<i>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.</i>				
<i>Would the project:</i>				
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) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Air Quality				
<i>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.</i>				
<i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, 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 type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Biological Resources <i>Would the project:</i>				
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, and 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 wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

5. Cultural Resources				
<i>Would the project:</i>				
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Geology and Soils				
<i>Would the project:</i>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

7. Hazards and Hazardous Materials				
<i>Would the project:</i>				
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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 within one-quarter mile of a facility that might reasonably be anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Be located on a site of a current or former hazardous waste disposal site or solid waste disposal site unless wastes have been removed from the former disposal site; or 2) that could release a hazardous substance as identified by the State Department of Health Services in a current list adopted pursuant to Section 25356 for removal or remedial action pursuant to Chapter 6.8 of Division 20 of the Health and Safety Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be located on land that is, or can be made, sufficiently free of hazardous materials so as to be suitable for development and use as a school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) 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 type="checkbox"/>	<input checked="" type="checkbox"/>
h) 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"/>
i) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) 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"/>

8. Hydrology and Water Quality				
<i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
9. Land Use and Planning				
<i>Would the project:</i>				
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 communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Mineral Resources				
<i>Would the project:</i>				
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"/>
11. Noise				
<i>Would the project result in:</i>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project 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"/>
12. Population and Housing				
<i>Would the project:</i>				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., 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"/>

13. Public Services				
<i>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:</i>				
a) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14. Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
15. Transportation/Traffic				
<i>Would the project:</i>				
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<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 type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16. Utilities and Service Systems				
<i>Would the project:</i>				
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>
17. 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Factors That Could Result in a Potentially Significant Impact		
<p>The environmental factors listed below are not checked because the proposed project would not result in a “potentially significant impact” as indicated by the preceding checklist and supported by substantial evidence provided in this document.</p>		
<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology/Soils
<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Hydrology/Water Quality	<input type="checkbox"/> Land Use/Planning
<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise	<input type="checkbox"/> Population/Housing
<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation	<input checked="" type="checkbox"/> Transportation/Traffic
<input type="checkbox"/> Utilities/Services Systems	<input type="checkbox"/> Mandatory Findings of Significance	

Environmental 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 measure 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 **EIR** or **Negative Declaration** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **Negative Declaration**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signed _____ Date _____

Michael L. Page, AICP

SECTION 3

DISCUSSION OF ENVIRONMENTAL EVALUATION

1. AESTHETICS

As a planning document, the BTP recommends bicycle paths, lanes, and routes throughout the City of Imperial Beach. There are design standards that must be met for the bicycle facilities. In addition, the City has landscape design standards and requirements that must be met. The aesthetics of each project proposed under the BTP will depend upon the nature of the proposed project and its location. The Palm Avenue Eco Bikeway Project will include improvements to the existing sidewalks, curbs, gutters, and medians to improve the hardscape and include additional landscaping that improves the aesthetics of the project area. The aesthetic impacts of the proposed project would be positive.

2. AGRICULTURAL RESOURCES

The proposed project site is entirely within the Palm Avenue right-of-way, which is developed with paved travel lanes and concrete sidewalks. There are no agricultural resources within this urban environment. The proposed project could not result in significant impacts to agricultural resources.

3. AIR QUALITY

As a planning document for bicycle routes and facilities throughout the City of Imperial Beach, the BTP could ultimately improve air quality through the replacement of motor vehicle trips with bicycle trips. There would be short-term impacts to air quality associated with the construction of various improvements recommended by the BTP. The Palm Avenue Eco Bikeway Project would not increase traffic, but it would increase traffic congestion between 7th Street and 3rd Street. This increased congestion would result in increased air quality impacts because motor vehicles would wait longer at intersections. With the exception of full hybrid vehicles that typically run in electric mode at slow speeds and when stopped, there would be increased emissions from increased idle times. However, an air quality technical study prepared using data from a traffic technical study prepared for the proposed project determined that the increased air quality impacts would be well below a level of significance.

4. BIOLOGICAL RESOURCES

The proposed project site is entirely within the Palm Avenue right-of-way, which is developed with paved travel lanes and concrete sidewalks. There are no biological resources within this urban environment. The proposed project could not result in significant impacts to biological resources.

5. CULTURAL RESOURCES

The proposed project site is entirely within the Palm Avenue right-of-way, which is developed with paved travel lanes and concrete sidewalks. There are no known cultural resources within this urban environment. While it is possible that cultural resources exist beneath the pavement, no excavation of native soils would occur as part of the proposed project. Therefore, the proposed project could not result in significant impacts to cultural resources.

6. GEOLOGY AND SOILS

The proposed project site is entirely within the Palm Avenue right-of-way, which is developed with paved travel lanes and concrete sidewalks. The existing road base should be suitable for the reconfiguration of the travel lanes, curbs, gutters, sidewalks, and landscaping and the addition of bicycle lanes. No issues regarding geology or soils have been identified. This potential impact would be less than significant.

7. HAZARDS AND HAZARDOUS MATERIALS

No hazards or hazardous materials are anticipated within the Palm Avenue right-of-way as there are no land uses within or adjacent to the roadway that would be likely to have caused contamination of the soils beneath the roadway.

8. HYDROLOGY AND WATER QUALITY

The proposed project will include the reconfiguration of the existing storm drain inlets. Best Management Practices (BMPs) would be employed during project construction to prevent the washing of sediments and construction debris into the storm drains. The amount and quality of storm water runoff from the project site would not change following construction. This potential impact would be less than significant.

9. LAND USE AND PLANNING

Adoption of the BTP requires an amendment to the Circulation Element of the City's General Plan. The BTP considers population densities, employment densities, and potential densities in the recommendation of specific improvements to the bicycle circulation network. The BTP is consistent with the other elements of the General Plan. The Palm Avenue Eco Bikeway Project will require conversion of a section of four-lane road to a two-lane road. Therefore, Palm Avenue must be redesignated as a two-lane road in the Circulation Element of the General Plan. Such a change in designation is included in the project description. No other land use or planning issues have been identified.

10. MINERAL RESOURCES

Because the proposed project is located within an existing street right-of-way within an urban area it would not have any affect on the ability to recover a known mineral resource.

11. NOISE

Because the proposed project would replace outside motor vehicle travel lanes with bicycle and pedestrian areas and because traffic speeds would be decreased through the reduction of lanes and other traffic calming measures, noise levels along Palm Avenue would be reduced.

12. POPULATION AND HOUSING

The proposed project would not eliminate any existing housing opportunities nor would it be expected to attract new residents to the City of Imperial Beach. The proposed project is expected to increase the number of visitors to the beachfront commercial area, and ultimately other areas of the city, by bicycle. No additional housing would be required to accommodate these visitors.

13. PUBLIC SERVICES

The proposed project would not require public services.

14. RECREATION

The BTP will promote bicycling in the City of Imperial Beach. Bicycles are ridden for various reasons including transportation, exercise, recreation, and a combination of one or more of those and other reasons. Bicycles may be ridden to recreation areas such as local parks and the beach. The BTP includes recommendations for increased bicycle facilities at various destinations throughout the City, including employment, commercial, and recreation areas. Increased use of existing recreation areas or facilities by bicyclists would be expected and encouraged, although the increased use would not be expected to be substantial or to require the construction of new recreation facilities. The expectation is that motor vehicle trips would be replaced with bicycle trips. The Palm Avenue Eco Bikeway Project would be expected to encourage bicyclists on the Bayshore Bikeway to visit the Palm Avenue/Seacoast Drive commercial areas and the beach area. This increased visitation and use is encouraged to maximize the return on the investment that City has made to improve recreational opportunities and facilities in the beach area such as the Imperial Beach Pier. Therefore, increased use of recreational facilities would be welcomed and encouraged and the impact on recreation would be considered to be positive.

15. TRANSPORTATION/TRAFFIC

With the possible exception of increased maintenance of landscaping along Palm Avenue, the proposed project would not alter existing public service requirements or patterns in the project area.

16. UTILITIES AND SERVICE SYSTEMS

The BTP and the Palm Avenue Eco Bikeway Project would not require utilities or service systems. In limited cases, minor relocation of streetlights and other utilities may be required. This would be coordinated with the appropriate utility provider and would not be significant.

17. MANDATORY FINDINGS OF SIGNIFICANCE

The proposed project would not cause any potential impacts to the environment that could result in a mandatory finding of significance.

SECTION 4 REFERENCES

EDAW, Inc.

2007 Seacoast Inn Environmental Impact Report. August

Imperial Beach

1994 General Plan

KTU+A/KOA Corporation

2007 Imperial Beach Bicycle Transportation Plan, 60% Draft Submittal, June

KTU+A

2006 City of Imperial Beach West Palm Avenue Bikeway and Traffic Calming Study, 3rd to 7th Street, April

2005 City of Imperial Beach Bicycle Route Feasibility and Traffic Calming Study, Palm Avenue and 7th Street, September

KOA Corporation

2007 Imperial Beach Eco Bikeway Traffic Impact Study, July

Scientific Resources Associated

2007 Air Quality Technical Report, August 23