

FINAL MITIGATED NEGATIVE DECLARATION
FOR THE
PALM AVENUE MIXED USE AND COMMERCIAL CORRIDOR
MASTER PLAN

PREPARED FOR:

The City of



PREPARED BY:

RECON

July 2015

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TABLE OF CONTENTS

1.0 Preface

2.0 Response to Comments

3.0 Initial Study Checklist

4.0 Mitigation Monitoring and Reporting Program

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Section 1

PREFACE

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PREFACE

This is a Final Mitigated Negative Declaration (MND), prepared pursuant to the California Environmental Quality Act (CEQA), addressing potential environmental impacts associated with the implementation of the Palm Avenue Mixed Use and Commercial Corridor Master Plan. The Draft MND was circulated for public review beginning April 16, 2015, and ending on May 17, 2015. Four comment letters were received and responses to the comments are provided following this preface in Section 2.0. During the public review period, on April 30, 2015, the City also conducted a public workshop to provide an overview of the CEQA process and results of the MND. During this workshop, written comment forms were distributed to those in attendance. No written comments were received during or following this workshop.

This Final MND consists of four sections:

1. *Preface*: This preface summarizes the Final MND process and the documents that comprise the Final MND.
2. *Responses to Comments*: This section addresses comments on the Draft MND received during the public review period. Each comment letter has been scanned and individual comments bracketed with corresponding responses in a side-by-side format.
3. *Initial Study Checklist*: This section contains the Initial Study Checklist circulated during the public review period. None of the comments received during the public review period required edits to the Initial Study Checklist.
4. *Mitigation Monitoring and Reporting Program*: This section contains the Mitigation Monitoring and Reporting Program (MMRP) for the proposed project.

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Section 2

RESPONSE TO COMMENTS

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Letter A



STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Edmund G. Brown Jr.
Governor

Ken Alex
Director

May 18, 2015

RECEIVED
MAY 22 2015

Jim Nakagawa
City of Imperial Beach
825 Imperial Beach Boulevard
Imperial Beach, CA 91932

Subject: Palm Avenue Mixed Use and Commercial Corridor Master Plan
SCH#: 2015041055

Dear Jim Nakagawa:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on May 15, 2015, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the fee-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott M. Johnson
Director, State Clearinghouse

1400 TOWNLETT STREET, P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-2918 www.oprc.ca.gov

A-1

A-1 Thank you for the letter of confirmation regarding CEQA noticing requirements.

Document Details Report
State Clearinghouse Data Base

SCH#	2515041035
Project Title	Farm Avenue Mixed Use and Commercial Corridor Master Plan
Lead Agency	Imperial Beach, City of
Type	MND Mitigated Negative Declaration
Description	The project includes a number of elements intended to enhance Farm Avenue / SR 75 within City. The overall goal of the project is to provide a multi-modal corridor conducive to pedestrians, bicyclists, transit, and vehicles as well as to business and new staff development. The project area is primarily located along Farm Avenue / SR 75 as well as some side streets, from the City's border with Commerce to the City's border with San Diego. Street improvements would include expanded shoulders with additional landscaping, water treatments with stable inlets, (slightly elevated sidewalks), resident with enhanced pedestrian safety, "bicycle" safe streets, and bicycle lanes.
Lead Agency Contact	
Name	Jim Malacoma
Agency	City of Imperial Beach
Phone	(619) 526-1555
Fax	
Address	625 Imperial Beach Boulevard
State	CA
Zip	91532
City	Imperial Beach
Project Location	
County	San Diego
City	Imperial Beach
Region	
Lat/Long	32° 58' 20" N / 117° 11' 37" W
Cross Street	Farm Avenue / SR 75, from Rainbow Drive to Georgia Street
Parcel No.	
Township	11S
Range	09E
Section	202S
Base	
Proximity to:	
Highways	SR 75, I-5
Airports	MCFL Imperial Beach
Railroads	
Waterways	Public Ocean, San Diego Bay, Tijuana River
Schools	
Land Use	Road right-of-way
Project Issues	Archaeological, Agricultural Land, Air Quality, Archaeological/Historic, Biological Resources, Coastal Zone, Cultural/Heritage, Food/Packaging, Forest Land/Pro Hazard, Geology/Seismic, Historic Name, Population/Housing Balance, Public Services, Recreation/Parks, Schools/Childcare, Septic Systems, Sewer Capacity, Soil Erosion/Compaction/Grading, Solid Waste, Toxic/Hazardous, Traffic/Circulation, Vegetation, Water Quality, Water Supply, Wetland/Riparian, Land Use, Cumulative Effects, Other Issues
Reviewing Agencies	Resource Agency, Department of Fish and Wildlife, Region 5, Department of Parks and Recreation, Department of Water Resources, California Highway Patrol, Caltrans, District 11, Air Resources Board, Regional Water Quality Control Board, Region 5, Native American Heritage Commission
Date Received	04/16/2013
Start of Review	04/16/2013
End of Review	05/13/2013

Note: Blanks in data fields result from insufficient information provided by lead agency.

Letter B

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 11, DIVISION OF PLANNING
 4050 TAYLOR ST. M.S. 240
 SAN DIEGO, CA 92110
 PHONE (619) 688-6960
 FAX (619) 688-4299
 TTY 711
 www.dot.ca.gov



*Flex your power!
 Be energy efficient!*

EDMUND G. BROWN, Jr., Governor

May 4, 2015

11-SD-75
 PM VAR
 MND SCH 2015041055
 Palm Ave Master Plan

Mr. Jim Nakagawa
 City Planner AICP
 City of Imperial Beach
 825 Imperial Beach Boulevard
 Imperial Beach, CA 91932

Dear Mr. Nakagawa:

The California Department of Transportation (Caltrans) has received the Mitigated Negative Declaration (MND - SCH 2015041055) for the Palm Avenue Mixed Use and Commercial Corridor Master Plan project located along State Route 75 (SR-75)/Palm Avenue. Thank you for including Caltrans in the environmental review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

Caltrans has worked closely with the City on providing preliminary comments related to the City's Corridor Master Plan and the implementation of elements of the plan under Caltrans jurisdiction. It was determined through an extensive review process leading up to the MND, that there are several design features of the proposed Corridor Master Plan that Caltrans would not support approving based on certain design standards and guidelines associated with permitting work within state right-of-way (R/W). Many features of the Corridor Master Plan were evaluated technically and addressed through our preliminary review with the City. The following comments relate to specific issues unresolved due to elements of the plan not being compatible with Caltrans standards, or Caltrans decision to not deviate from certain design standards for state highways:

- The minimum lane width on two-lane and multilane highways, ramps, collector roads, and other appurtenant roadways shall be 12 feet, except as follows:
 - For conventional State highways with posted speeds less than or equal to 40 miles per hour and AADTT (truck volume) less than 250 per lane that are in urban, city or town centers (rural main streets), the minimum lane width shall be 11 feet. The preferred lane width is 12 feet. Lane widths of 10 feet or less are not acceptable.
- Bulbouts within Caltrans R/W identified in the Corridor Master Plan do not meet design guidelines:
 - Curb Extensions:
 - (1) Bulbouts. A bulbout is an extension of the sidewalk into the roadway when there is marked on-street parking.

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability

B-1 This comment summarizes the agency mission and indicates Caltrans has reviewed the environmental document for this project.

B-2 This comment summarizes the coordination process and confirms that the proposed improvements along the corridor include several specific designs that would not be compatible with current Caltrans standards. As described in the Project Description for the Draft MND, several elements of the project would not meet nor be eligible for design exceptions to the Caltrans State Highway Design Manual. Therefore, in order for the City to proceed with the project as proposed, a relinquishment of the right-of-way would have to be provided by Caltrans and accepted by the City. However, the project meets the overall goal to provide a multi-modal corridor with facilities to balance the needs of pedestrians, bicyclists, transit, and vehicles. The improvements to accomplish this goal include improved sidewalks, wider medians, traffic signal modifications, dedicated bike lanes, new right-turn lanes, restriping, new bus stops, among other components. The City acknowledges that the proposed components related to minimum lane widths, bulbouts and curb extensions, shoulders, and prohibited right-turn lanes would not be compatible with current Caltrans design standards. Similarly, there are elements of the project that deviate from normally accepted Caltrans design standards, including the California Manual on Uniform Traffic Control Devices. Therefore, in order for the City to proceed with the project as proposed, a relinquishment of the right-of-way would have to be provided by Caltrans and accepted by the City, and the project has been analyzed in accordance with City roadway design standards. With respect to a buffered bike lane being adjacent to a through-right option lane, there can be a potential conflict between motorists and bicyclists. A number of techniques are beginning to be implemented and experimented with to warn both the motorists and bicyclists of this potential conflict where there may not otherwise be a dedicated turning lane.

Mr. Nakagawa
May 4, 2015
Page 2

- On-Street Parking - Multilane divided highways require 8 foot shoulders. 10 foot shoulders are preferred where on street parking is allowed. A minimum of 8 feet shoulders are required plus the bike lane width when you have parking and a bike lane.
- Right turns from through lanes where local bypass lanes are proposed would not be allowed.
- Through-right option lanes with buffered bike lanes to the right may cause conflicts between motorists and bicyclists and should be consistent with the California Manual on Uniform Traffic Control Devices (CA MUTCD). Right turns through bike lanes need to follow the MUTCD for vehicles to merge into the bike lane before making the turn movement. This applies to a number of intersections shown on the Master Plan project.

General Comments:

Any work performed within Caltrans R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans R/W prior to construction.

Any additional landscaping proposed within Caltrans R/W will require Caltrans review, including updating the Maintenance Agreement between Caltrans and the City.

Any modification to the existing drainage and increase runoff to State facilities will not be allowed.

As an option for the City to implement the overall goals and objectives of the Palm Avenue Mixed Use and Commercial Corridor Master Plan, at the City's request Caltrans is in the process of studying the relinquishment of SR-75 to the City. Caltrans is currently developing a Project Scope Summary Report (PSSR) that includes cost to relinquish options to assist the City in evaluating the benefits of taking ownership of SR-75 within their respective jurisdiction.

Caltrans appreciates the City's concerted efforts to involve us early in evaluating the Palm Avenue Mixed Use and Commercial Corridor Master Plan. We look forward to continue working with the City as a partner in determining the appropriate implementation of the City's vision for the Palm Avenue Mixed Use and Commercial Corridor Master Plan.

If you have any questions, or require further information, please contact myself at (619) 688-6960 or email at Jacob_Armstrong@dot.ca.gov.

Sincerely,



JACOB M. ARMSTRONG, Chief
Development Review Branch

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability."

B-2
cont.

B-3

B-4

B-5

B-3

Palm Avenue/SR-75 is a state highway, and is currently within a right-of-way owned and maintained by Caltrans. The City acknowledges that if a full relinquishment is not obtained, any work within Caltrans right-of-way, including landscaping and utilities, would require an encroachment permit or further coordination under existing agreements.

B-4

This comment indicates that Caltrans is in the process of preparing preliminary documents related to the study for the relinquishment process.

B-5

This is a closing comment that reiterates the ongoing coordination process for the corridor plans and provides agency contact information.

Letter C



3153 Pacific Highway, San Diego, CA 92101
P.O. Box 120488, San Diego, CA 92112-0488
619.686.6300 • www.portofsandiego.org

May 12, 2015

Jim Nakagawa, AICP, City Planner
Community Development Department
City of Imperial Beach
825 Imperial Beach Boulevard,
Imperial Beach, CA 91932

Subject: Notice of Availability Palm Avenue Mixed Use and Commercial Corridor Master Plan Mitigated Negative Declaration

Dear Mr. Nakagawa,

Thank you for the opportunity to provide comment and input on the Palm Avenue Mixed Use and Commercial Corridor Master Plan ("Palm Avenue Master Plan") Mitigated Negative Declaration ("MND"). The Palm Avenue Master Plan includes a number of elements intended to enhance Palm Avenue/ State Route ("SR") 75 within the City of Imperial Beach. The overall goal of the project is to provide a multi-modal corridor conducive to pedestrians, bicyclists, transit, and vehicles as well as business and new infill development. Although the project is not within the San Diego Unified Port District's ("Port") jurisdiction, the master plan includes areas near and adjacent to Port property.

The Port has no substantive comments on the MND, but wanted to take the opportunity to emphasize our support of the proposed plan to transform Palm Avenue/SR 75 into a vibrant, safe, and pedestrian- and bicycle-friendly mixed-use "Main Street."

The goals of the Palm Avenue Master Plan are consistent with the Port's long-term Integrated Planning Vision and Guiding Principles: specifically, the Port's commitment to providing easy mobility on land and water. The Palm Avenue Master Plan parallels this commitment with enhancements to the existing transportation infrastructure that will increase the efficiency of the local circulation network with positive effect on the regional system.

We commend the City of Imperial Beach for seeking to improve the local transportation network. The physical enhancements will provide a safer environment for pedestrians and bicyclists and encourage mode shift from single-occupancy vehicles.

If you have any questions regarding these comments, please contact me at (619) 686-6473 or via email at jgiffen@portofsandiego.org, or Lesley Nishihira at (619) 686-6469 or via email at lnishih@portofsandiego.org.

Sincerely,

Jason H. Giffen
Director, Environmental and Land Use Management

cc: John Buidoc, Acting CEO/President, SDUPD
Randa Coniglio, Executive Vice President, Operations

San Diego Unified Port District

C-1

The City of Imperial Beach appreciates the San Diego Unified Port District's comment and review of the MND. The overall goal of the project is accurately summarized, and the City understands that this project is not in the Port's jurisdiction. The City also appreciates the Port's support of the proposed project.

C-2

The City recognizes that the planning goals of the Port and the City are similar and again appreciate the Port's review of the MND.

C-3

The City looks forward to working with the Port to improve the regional transportation network.

C-4

This is a closing comment providing agency contact information.

LETTER

RESPONSE

Letter D

From: Bill Dube <bdubebill@gmail.com>
Sent: Sunday, April 19, 2015 7:05:13 PM
To: Jim Nakagawa
Cc: Craig A. Candolore; William I. Dube
Subject: Public review change in Traffic flow California Route 75 through Imperial Beach

- D-1 Jim,
As advertised in the Eagle and Times for Imperial Beach and South County your email was provided for comment and public review change in Traffic flow California Route 75 through Imperial Beach
- D-2 I have seen this plan in several forms over the last few years and would like to comment:
First, This plan does not take into consideration that there are only two ways on and off Coronado Island. Cutting traffic flow from three through lanes to two would create natural traffic congestion even on light volume days. Plus there would be that added danger of people trying to beat the congestion on the inside "local" lanes.
- D-3 Second, With added congestion in evening hours this would cause increased traffic load on 9th and Coronado due to inadequate traffic loading on California Route 75.
- D-4 Third, Since it is a California Route wouldn't you need authorization from the state to mess up the roads.
- D-5 Fourth, This natural bottleneck will pose a public hazard on days when the bridge is blocked and as anyone who lives here knows that happens several times a year.
- D-6 Lastly if Imperial Beach is hot to spend money and put itself on the map why not get money to build a desalination plant? I am amazed how we can have such a water shortage in California yet not one politician is talking of turning natural sea water into fresh water.

Thanks for your time and consideration.
Sincerely,
CDR William I Dube, USNR/ ret.

D-1 The City appreciates your review of the MND. This is an introductory comment which indicates comments to follow.

D-2 The goal of the project is to provide a multi-modal corridor conducive to pedestrians, bicyclists, transit, and vehicles. This would be accomplished by the installation of a safe, well-defined and comfortable environment for all users. Overall, the project either maintains the existing number of lanes or proposes to convert a through lane into local access along Palm Avenue to better direct and accommodate through traffic and local access. As described in the Project Description for the Draft MND, the existing two lanes of traffic would be maintained in the West End Gateway segment and three lanes of traffic in either direction would be maintained in the East End segment. To reduce the speed along Palm Avenue/SR-75 and to enhance the safety of the side street traffic and the traffic getting in and out of businesses, the project proposes to add auxiliary medians, or "local access lanes," in the Mid-Town sector. In this area, two lanes in each direction in the center of the boulevard would allow for the higher volumes, flows, and speeds associated with through and truck traffic, while the local access lane would accommodate slower traffic that seeks street parking or access to businesses. Only in a limited area, between Delaware Street and 7th Street, would the number of lanes be reduced from three lanes to two lanes to accommodate bike lanes in the Park segment. Traffic volumes along Palm Avenue, including this segment, were analyzed to determine that traffic flows could be accommodated with the proposed improvements even with the four central lanes having to bear a somewhat larger proportion of the traffic.

D-3 The project would not add any traffic or vehicle trips to the roadway. Implementation of the proposed improvements would maintain or improve level of service. According to the Traffic Impact Analysis (KOA 2014), intersections studied along Palm Avenue are expected to operate at an acceptable level of service and impacts would be less than significant. Because of this, the project is not expected to divert PM peak traffic to Coronado Avenue. The Navy's EIR/EIS for the NBC Coastal Campus facility did consider the effects of added congestion due to that project on Imperial Beach and Coronado streets as was appropriate.

LETTER

RESPONSE

D-4

The City has been coordinating with Caltrans throughout this project, and Caltrans has been present at many of the City's workshops on this project. Palm Avenue/SR-75 is a state highway, and is currently within right-of-way owned and maintained by Caltrans. Several elements of the project would not meet nor would be eligible for design exceptions to the requirements of the Caltrans State Highway Design Manual. Therefore, in order for the City to proceed with the project as proposed, a relinquishment of the right-of-way would have to be provided by Caltrans and accepted by the City.

D-5

Any blockage on the San Diego Coronado Bay Bridge is a special or emergency event that understandably has consequences to the users and alternate routes. The project design considers the routine peak conditions that are regularly projected to occur and not the occasional emergency condition.

D-6

The City appreciates your concern regarding City fiscal designations but this issue is not addressed in the MND analysis located herein.

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Section 3

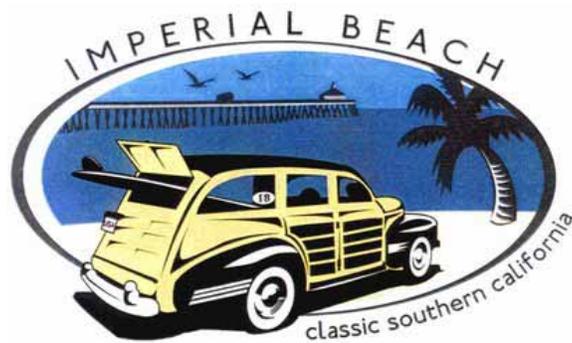
INITIAL STUDY

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**INITIAL STUDY / ENVIRONMENTAL CHECKLIST
AND DRAFT MITIGATED NEGATIVE DECLARATION
FOR THE
PALM AVENUE MIXED USE AND COMMERCIAL CORRIDOR
MASTER PLAN**

PREPARED FOR:

The City of



PREPARED BY:

RECON

April 2015

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TABLE OF CONTENTS

1.0 Introduction	1
2.0 Draft Mitigated Negative Declaration	2
3.0 Project Description	3
4.0 Initial Study Checklist	38
4.1 Aesthetics	39
4.2 Agriculture and Forestry Resources	44
4.3 Air Quality	45
4.4 Biological Resources	50
4.5 Cultural Resources	57
4.6 Geology and Soils	61
4.7 Greenhouse Gas Emissions	64
4.8 Hazards and Hazardous Materials	65
4.9 Hydrology and Water Quality	69
4.10 Land Use and Planning	72
4.11 Mineral Resources	74
4.12 Noise	74
4.13 Population and Housing	80
4.14 Public Services	81
4.15 Recreation	82
4.16 Transportation / Traffic	83
4.17 Utilities and Service Systems	87
4.18 Mandatory Findings of Significance	89
5.0 Determination and Preparers	91
6.0 Sources Consulted	92

TABLE OF CONTENTS (CONT.)

FIGURES

1:	Regional Location	4
2:	Project Location on USGS Map	5
3:	Project Location on Aerial Photograph	9
4:	Proposed Configuration of West End Gateway Sector	11
5:	Proposed Configuration of Park Gateway Sector	17
6:	Proposed Configuration of Midtown Sector	21
7:	Proposed Configuration of East End Gateway Sector	29
8:	Existing and Proposed Views of West End Gateway	40
9:	Existing and Proposed Views of Midtown Segment	41
10:	Existing and Proposed Views of Park Segment	42
11:	Existing and Proposed Views of East End Gateway	43
12:	Project Area in Relation to the MHPA	55

TABLES

1:	Proposed Design Improvements along Palm Avenue/SR-75	7
2:	Air Quality Impact Screening Levels	48
3:	Summary of Maximum Daily Construction Emissions	48
4:	Annual Project GHG Emissions (MTCO ₂ E per Year)	65
5:	Noise Measurement Summary	76
6:	Cumulative Projects	85

ATTACHMENTS

A:	Air Quality Analysis
B:	Native American Heritage Commission and Tribal Letters
C:	Geologic and Soils Reconnaissance
D:	Greenhouse Gas Analysis
E:	Phase I Environmental Site Assessments
F:	Preliminary Drainage Report
G:	Noise Analysis
H:	Traffic Impact Analysis

1.0 Introduction

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in accordance with relevant provisions of the California Environmental Quality Act (CEQA) of 1970, as amended, and the CEQA Guidelines, as revised. This IS/MND evaluates the environmental effects of the proposed Palm Avenue Mixed Use and Commercial Corridor Master Plan project (project). The project is located within the City of Imperial Beach (City). The City is the lead agency for the project.

The IS/MND includes the following components:

- A Draft MND and the formal findings made by the City that the project would not result in any significant effects on the environment, as identified in the IS checklist.
- A detailed Project Description.
- An IS Checklist adapted from Appendix G of the CEQA Guidelines, which provides standards to evaluate the potential for significant environmental impacts from the proposed project. The project is evaluated in 17 environmental issue categories to determine whether the project's environmental impacts would be significant in any category. Brief discussions are provided that further substantiate the project's anticipated environmental impacts in each category.

Because the proposed project fits into the definition of a "project" under Public Resources Code Section 21065 requiring discretionary approvals by the City and because it could result in a significant effect on the environment, the project is subject to CEQA review. The IS Checklist was prepared to determine the appropriate environmental document to satisfy CEQA requirements: an Environmental Impact Report (EIR), an MND, or a Negative Declaration. The analysis in this IS Checklist supports the conclusion that the project would not result in significant environmental impacts with the incorporation of mitigation measures; therefore, an MND has been prepared.

This IS/MND will be circulated 30 days for public and agency review, during which time individuals and agencies may submit comments on the adequacy of the environmental review. Following the public review period, the City Council will consider any comments received on the IS/MND when deciding whether to adopt the MND.

2.0 Draft Mitigated Negative Declaration

Project Name: Palm Avenue Mixed Use and Commercial Corridor Master Plan

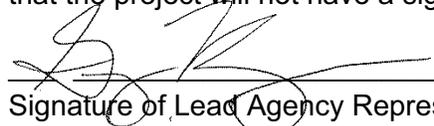
Project Location: Palm Avenue/State Route 75, Imperial Beach, California

Project Description: The project includes a number of elements intended to enhance Palm Avenue/State Route (SR) 75 within the City of Imperial Beach (City). The overall goal of the project is to provide a multi-modal corridor conducive to pedestrians, bicyclists, transit, and vehicles as well as to business and new infill development. The project area is primarily located along Palm Avenue/SR-75 as well as some side streets, from the City's border with Coronado to the City's border with San Diego.

Street improvements would include widened medians with additional landscaping, wider sidewalks with shade trees, clearly marked crosswalks, medians with enhanced pedestrian safety "refuges," curb ramps, and bicycle lanes. The project also includes bulb-outs at intersections, narrower traffic lanes, and additional on-street diagonal parking along side streets. A slower speed local access lane would be separated from the through lanes by a narrow, local-access median. This local access lane would allow vehicles to drive slower in order to access the businesses fronting Palm Avenue/SR-75, while also providing a lane apart from the "through" traffic for cyclists. The project includes water quality design features, such as storm water drainage planter strips, additional trees/landscaping that reduce paved areas, and permeable paving. The project also proposes "gateway" elements that signify a sense of arrival to the City, such as public open spaces, signage, and public art.

Palm Avenue/SR-75 is a state highway, and is currently within right-of-way (ROW) owned and maintained by the California Department of Transportation (Caltrans). Several elements of the project would not meet nor would be eligible for design exceptions to the requirements of the Caltrans State Highway Design Manual. Therefore, in order for the City to proceed with the project as proposed, a relinquishment of the ROW would have to be provided by Caltrans and accepted by the City. The potential relinquishment would not occur as an approval under this MND, but would be required prior to any project construction activities. Therefore, the project is analyzed in this document in accordance with City roadway design standards. Project construction activities would occur in segments as funding becomes available, and would begin at the western portion of the alignment and move easterly from intersection to intersection. Businesses would continue to be open to the public during construction, and access to these businesses would be maintained. Traffic control plans would be implemented for each segment as they are constructed.

Findings: Pursuant to the provisions of the CEQA (Public Resources Code, Section 21000 et seq.) and based on information contained in the attached IS Checklist, the City has determined that the project will not have a significant effect on the environment.



Signature of Lead Agency Representative

4/15/15

Date

3.0 Project Description

1. Project:

Palm Avenue Mixed Use and Commercial Corridor Master Plan

2. Lead Agency:

City of Imperial Beach
825 Imperial Beach Boulevard
Imperial Beach, CA 91932

3. Contact Person and Phone Number:

Gregory Wade, Assistant City Manager and Community Development Director
City of Imperial Beach
(619) 628-1354

4. Project Location:

Palm Avenue/State Route 75, Imperial Beach, CA

5. Project Applicant/Sponsor:

City of Imperial Beach with funding from San Diego Association of Governments (SANDAG)

6. General Plan Designation:

Public ROW

7. Zoning:

n/a

8. Description of Project:

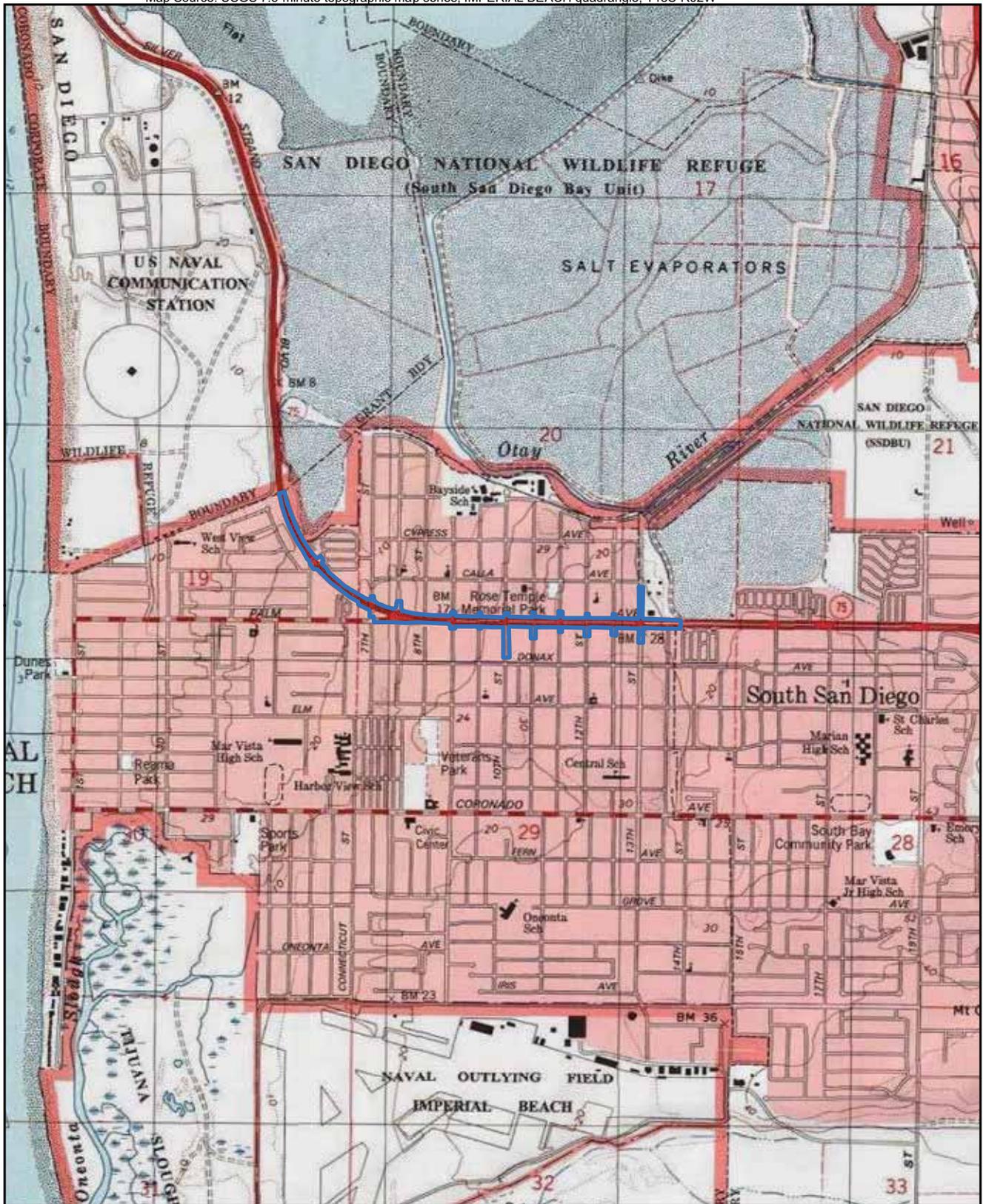
The project includes a number of elements intended to enhance Palm Avenue/SR-75 within the City (Figures 1 and 2). The overall goal of the project is to provide a multi-modal corridor conducive to pedestrians, bicyclists, transit, and vehicles as well as to businesses and new infill development. The project area is primarily located along Palm Avenue/SR-75 as well as some side streets, from the City's border with Coronado to the City's border with San Diego. Palm Avenue is the same roadway as SR-75 from the eastern City limit to Delaware Street and then diverges as a local City road providing coastal access.



***** Project Location

FIGURE 1

Regional Location



 Project Boundary

FIGURE 2

Project Location on USGS Map

One of the primary project objectives is to develop a unified streetscape palette that provides a safe, well-defined, and comfortable environment for all users. Specifically, this includes improved curbs and gutters, sidewalks, pedestrian curb ramps, wider medians, pedestrian refuge, traffic signal modifications, dedicated bike lanes, new right turn lanes, restriping, new bus stops, retaining walls, additional landscaping, irrigation, storm drains, bioswales, and natural bioretention basins. Table 1 shows the improvements at each intersection and segments between intersections along Palm Avenue/SR-75.

Urban Design Concept

The project incorporates numerous design concepts set forth by the Palm Avenue Commercial Corridor Master Plan Study (Master Plan; 2009). The Master Plan set forth an urban design concept to connect the four distinct districts or “sectors” that comprise the project (Figure 3). These sectors include the West End Gateway, Park, Mid-town, and the East End Gateway. The urban design concept accommodates local and through traffic; emphasizes facilities for different modes of transportation (walking, biking, and driving); and reclaims the public realm from the automobile along both Palm Avenue/SR-75 and the north–south streets.

The pedestrian realm envisioned by the Master Plan and the proposed project includes a network of contiguous tree-lined sidewalks, adequate lighting, well-defined crosswalks, and new gathering and seating opportunities. A new bicycle-friendly environment would be established through the redesign of the existing ROW to incorporate contiguous bike routes that include both dedicated bicycle lanes and shared bicycle routes. As detailed in the Master Plan, Palm Avenue/SR-75 is envisioned as a corridor that is characterized by:

- Four interconnected sectors that respond to the private realm and maximize individual public realm opportunities;
- Common unifying streetscape elements that tie the sectors together;
- An enhanced network of pedestrian and bicycle connections that connect to destinations and neighborhoods north and south, through continuous landscaped sidewalks, shared and dedicated bicycle paths, well-articulated crosswalks, and a new signalized intersection at Palm Avenue and 10th Street;
- Two key elements along its length that include an entry gateway at 13th Street and a new open space amenity between Delaware and 7th Street; and
- A new desirable context for future private mixed-use development.

**TABLE 1
PROPOSED DESIGN IMPROVEMENTS ALONG PALM AVENUE/SR-75**

Location (along Palm Avenue)	Curb and Gutter	Side- walk	Drive- way	Curb Ramp	Median	Ped- estrian Refuge	Traffic Modifi- cations	Bike Lane	Right Turn Lane	Striping	Bus Stop	Retaining Wall	Planting	Irrigation	Storm Drain	Bio- swale	Bio- retention Basin
From Imperial Beach city limits to Rainbow Drive	Y	Y						Y	Y	Y		Y			Y	Y	
Rainbow Drive Intersection	Y	Y		Y	Y	Y	Y			Y					Y		
Between Rainbow Drive and 7 th Street	Y	Y	Y		Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	
7 th Street Intersection	Y	Y		Y	Y	Y	Y			Y							
Between 7 th Street and Delaware Street	Y	Y	Y		Y			Y		Y	Y		Y	Y			
Delaware Street Intersection	Y	Y		Y	Y	Y	Y			Y							
Between Delaware Street and 9 th Street	Y	Y	Y	Y	Y			Y		Y	Y		Y	Y	Y		Y
9 th Street Intersection	Y	Y		Y	Y	Y	Y			Y					Y		
Between 9 th Street and Emory Street	Y	Y			Y			Y		Y			Y	Y	Y	Y	
Emory Street Intersection	Y	Y		Y	Y			Y		Y			Y	Y	Y	Y	
Between Emory Street and 10 th Street	Y	Y		Y	Y			Y		Y			Y	Y	Y	Y	Y
10 th Street Intersection	Y	Y		Y	Y	Y	Y			Y			Y	Y	Y		

**TABLE 1
PROPOSED DESIGN IMPROVEMENTS ALONG PALM AVENUE/SR-75**

Location (along Palm Avenue)	Curb and Gutter	Side- walk	Drive- way	Curb Ramp	Median	Ped- estrian Refuge	Traffic Modifi- cations	Bike Lane	Right Turn Lane	Striping	Bus Stop	Retaining Wall	Planting	Irrigation	Storm Drain	Bio- swale	Bio- retention Basin
Between 10 th Street and 11 th Street	Y	Y			Y			Y		Y			Y	Y	Y	Y	
11 th Street Intersection	Y	Y		Y	Y			Y		Y			Y	Y	Y	Y	
Between 11 th Street and Florida Street	Y	Y	Y		Y			Y		Y			Y	Y	Y	Y	Y
Florida Street Intersection	Y	Y		Y	Y	Y	Y			Y			Y	Y	Y		
Between Florida Street and 12 th Street	Y	Y	Y		Y			Y		Y	Y		Y	Y	Y		Y
12 th Street Intersection	Y	Y		Y	Y			Y		Y			Y	Y	Y		Y
Between 12 th Street and Florence Street	Y	Y			Y			Y		Y			Y	Y	Y		Y
Florence Street Intersection	Y	Y		Y				Y		Y			Y	Y	Y		
Between Florence Street and 13 th Street	Y	Y			Y			Y		Y	Y		Y	Y			
13 th Street Intersection	Y	Y		Y	Y	Y	Y			Y							
Between 13 th Street and Imperial Beach city limits	Y	Y			Y			Y		Y			Y	Y	Y		Y

Image source: SanGIS (flown May 2012)



- Project Boundary
- Municipal Boundaries

FIGURE 3

Project Location on Aerial Photograph

The sectors are described further below.

West End Gateway

The West End Gateway Sector extends from the City limits with Coronado along Palm Avenue/SR-75 east to 7th Street as a four-lane roadway. This area is primarily characterized by mobile homes, recreational vehicles, and the Silver Strand Plaza that contains retail, restaurants, and a medical center. The roadway along this section gradually inclines as it heads north. In addition, property on either side of the roadway slopes away from the sidewalks.

According to the Master Plan, the West End Gateway Sector is envisioned as a sector that:

- Cultivates a natural coastal image through native landscaped improvements and integrated storm water systems that celebrate its role as a gateway access
- Sets the stage for multi-modal transportation with well-designed and dedicated areas for bicyclists, pedestrians, and vehicles

The existing two lanes of traffic in either direction and a wide median in the center would be maintained under the project (Figures 4a–4c). The wide roadways on either side of the median would be reconfigured to accommodate five-foot bicycle lanes that begin the safe travel route for bicyclists along Palm Avenue/SR-75. The improvements to the intersection of Rainbow Drive and Palm Avenue/SR-75 would include enhanced pedestrian crosswalks, new bulb-outs to reduce pedestrian crossing time, and bus stops on both sides of the intersection (see Figures 4a–4c). Drought-tolerant trees and other planting would provide shade to the sidewalks, soften the hardscape, and serve to reduce heat island effects. The landscaped corridors would also serve as storm water swales that capture seasonal precipitation and minimize storm water overflows during peak rainfall.

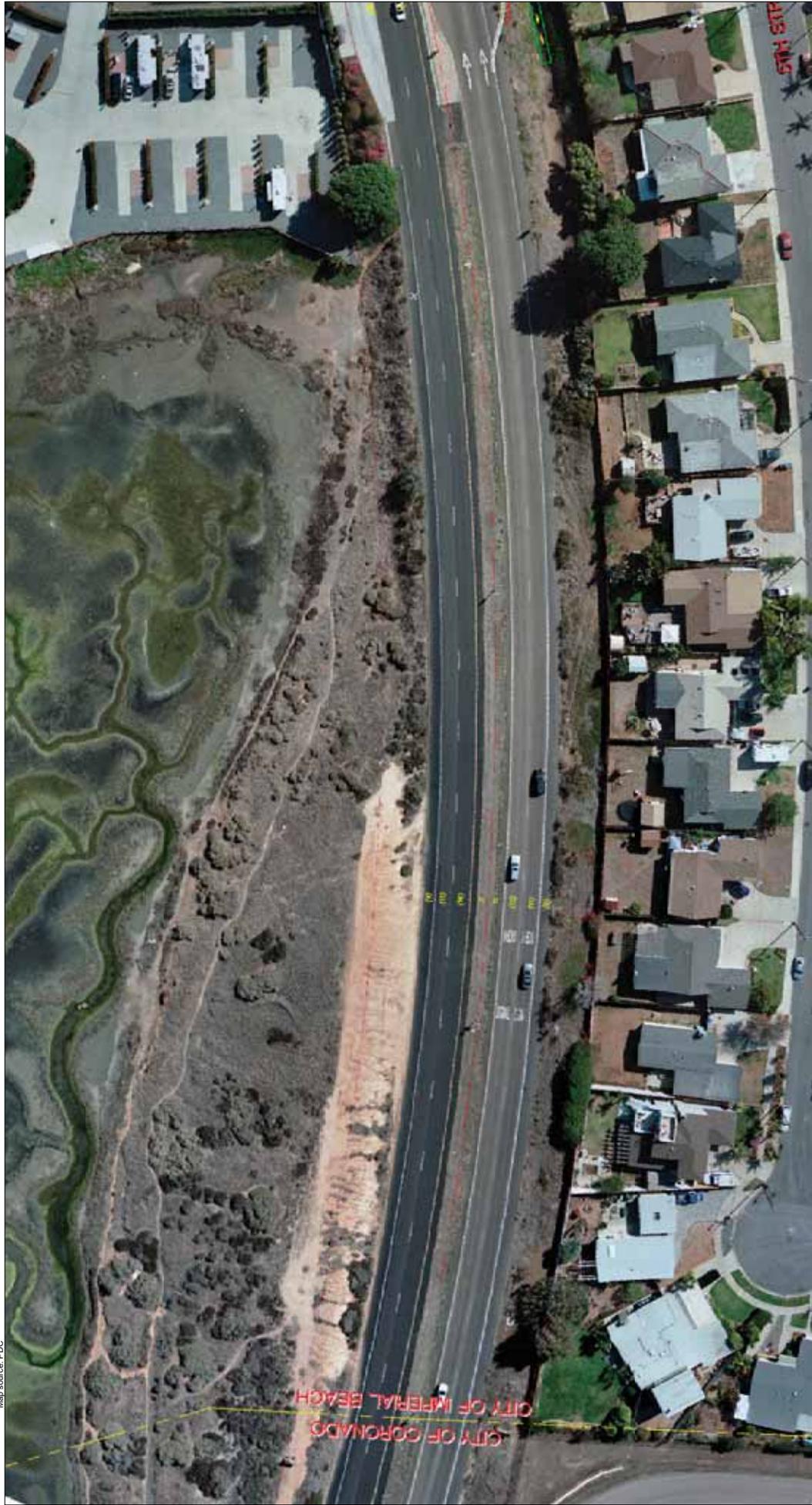
Park

The Park Sector is one block long between Delaware and 7th Street. At this junction, Palm Avenue/SR-75 splits into a four-lane highway connecting to Coronado (SR-75), and Palm Avenue begins its westward connection towards the coast (Figure 5). The block-long sector is characterized by a mix of four irregular-shaped medians and traffic islands.

According to the Master Plan, the Park Sector is envisioned as an area that:

- Celebrates its role as an entry gateway to the commercial corridors along Old Palm Avenue and Seacoast Drive
- Streamlines the overall circulation pattern for all transportation modes to create a vibrant open space along the southern edge of the sector by closing the southern access from Delaware Street

Map source: PDC

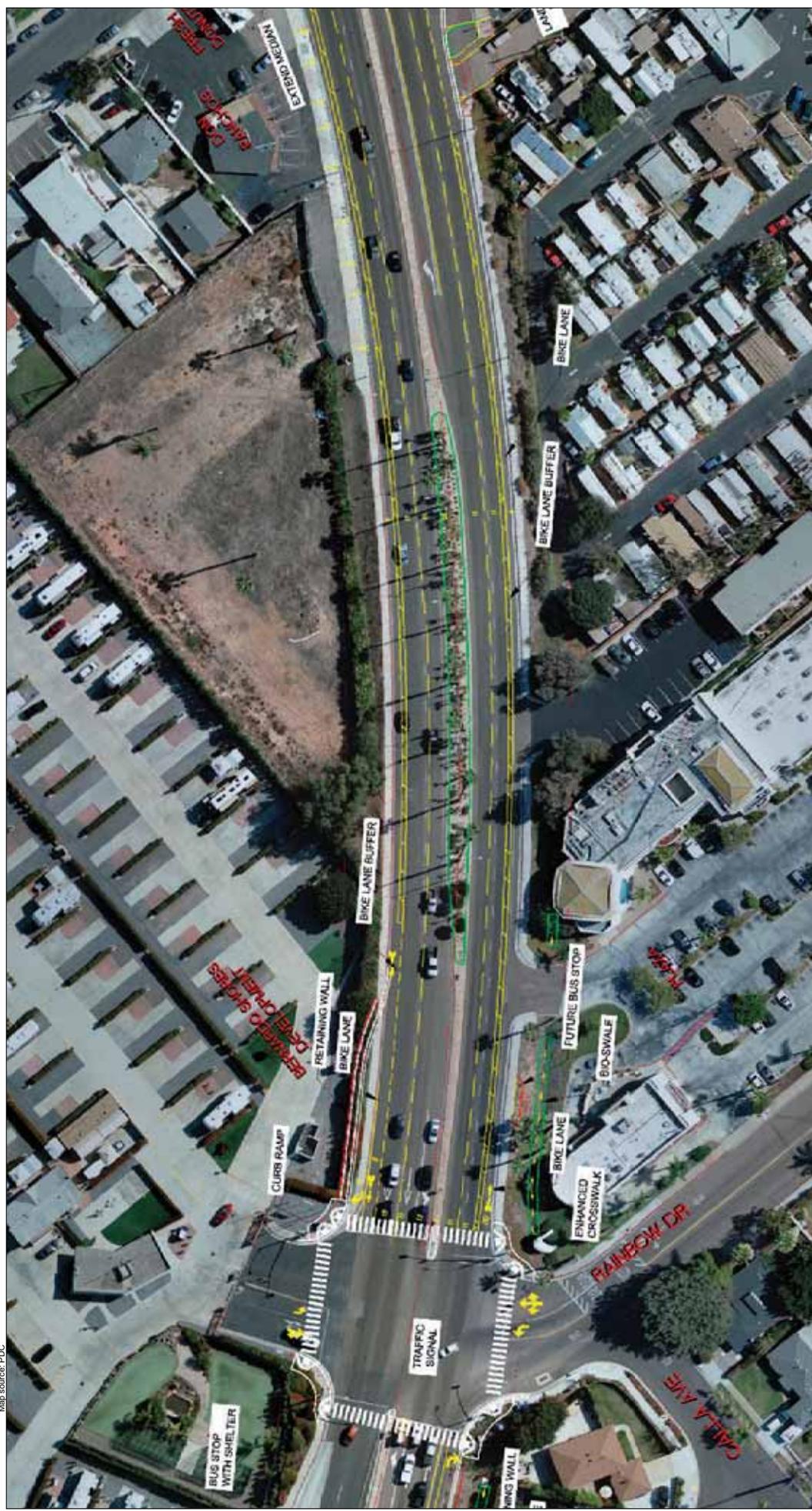


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FIGURE 4a
Proposed Configuration for West End Gateway Sector

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Map source: PDC



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FIGURE 4b
Proposed Configuration for West End Gateway Sector

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Due to the complexity of the three closely spaced intersections where SR-75, Palm Avenue, and Delaware Street intersect to form a triangle, the project proposes to improve the bicycle and pedestrian connectivity around the area. The project proposes to realign the eastbound approach of Palm Avenue, intersecting SR-75, to align with the existing westbound connection at SR-75 (see Figure 5). The existing segment of eastbound Palm Avenue between Delaware Street and 9th Street would be abandoned, as would Delaware Street south of Palm Avenue.

The existing traffic signal at SR-75/Palm Avenue/Delaware Street would be modified to provide for eastbound movements from Palm Avenue and pedestrian crossings, but would not be fully accessible by Delaware Street, as it currently exists. The addition of crosswalks at the SR-75/Palm Avenue/Delaware Street traffic signal would benefit pedestrian access and would provide a more understandable transition to and from Palm Avenue. In addition, the number of lanes between Delaware Street and 7th Street would be reduced from three lanes to two lanes, to accommodate bike lanes.

Mid-town

The Mid-town Sector extends from Florida Street on the east to Delaware Street on the west. Current uses and overall character in this area are primarily auto-oriented. However, certain key destinations along Palm Avenue—such as the Imperial Beach Shopping Center and the Imperial Beach Promenade—generate a significant amount of pedestrian traffic. Other neighborhood destinations include the Post Office on Emory Street and the Rose Teeple Memorial Park on Calla Avenue. The proposed Breakwater project that will occupy the former Miracle Shopping Center site will also generate pedestrian and vehicular traffic (see Table 6 for a list of future development projects within the vicinity of the proposed project).

According to the Palm Avenue Commercial Corridor Master Plan Study, the Mid-town Sector is envisioned as an area that:

- Builds upon its potential of being a pedestrian-oriented destination sector by reclaiming much of its wide auto-oriented roadway to create a safe and vibrant pedestrian and bicycle realm
- Cultivates a distinct identity through a unique “multi-way boulevard” streetscape design that transforms the wide right-of-way with local access travel lanes that are buffered from fast-moving through-travel lanes by medians

To reduce the speed along Palm Avenue/SR-75 and to enhance the safety of the side street traffic and the traffic getting in and out of businesses, the project proposes to add auxiliary medians, or “local access lanes,” in this sector (Figures 6a–6c). Six travel lanes and parking would be maintained in the proposed reconfiguration. The multi-way boulevard would accommodate through traffic as well as slower local traffic through the local access lanes.

Two lanes in each direction in the center of the boulevard would allow for the higher volumes, flows, and speeds associated with through and truck traffic, while the local access lane would

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Image source: PDC



FIGURE 6c

Proposed Configuration for Mid-Town Sector

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accommodate slower traffic that seeks street parking or access to businesses. The shared access road with appropriate bicycle signage (i.e., sharrows) would continue the safe and wide route for bicyclists ensuring a continuous path along Palm Avenue/SR-75. Fifteen-foot-wide sidewalks on either side of the roadway would provide pedestrian-friendly routes of travel and access to curb side parking.

Diagonal parking spaces would be added to both 10th Street and 11th Street south of Palm Avenue/SR-75 (see Figures 6a–6c). The project would also add a new full-access traffic signal at 10th Street by removing the existing medians there while simultaneously closing the existing left turns at 11th Street. This would change the traffic patterns of streets adjacent to the 10th Street intersection, as some of the traffic at nearby intersections may be diverted onto the 10th Street and Palm Avenue/SR-75 intersection. Right turns would be restricted from Palm Avenue/SR-75 inner lane to Florida Street, 10th Street, and 9th Street. Vehicles requiring access to the above-mentioned three intersections, 11th Street, and Emory Street would use the frontage road. Between Florida Street and 9th Street bicyclists would use the local access lane.

Traffic using the local access lane at 10th Street, westbound at 9th Street and eastbound at Florida Street, would be controlled by a stop sign rather than the traffic signal. Bulb-outs would be added to Florence Street, 12th Street, Florida Street, 11th Street, 10th Street, and Emory Street. The bulb-outs would function as a traffic-calming device and would reduce the crosswalk length, which in turn would shorten the pedestrian walk time. The addition of pop-outs and bike lanes has been designed to accommodate traffic operations and would provide traffic-calming effects and safer travel for bicyclists, vehicles, and pedestrians.

East End Gateway

The East End Gateway Sector formally runs from Florida Street on the west to the City limit on the east (just east of Georgia Street). The area is characterized by fast food restaurants, offices, and other commercial uses. Destinations include the American Legion and the recently constructed affordable housing complex along Palm Avenue and Florence Street. Most buildings along the street front are nondescript, with limited signage.

According to the Master Plan, the East End Gateway Sector is envisioned as an area that:

- Celebrates its role as the gateway to the City of Imperial Beach with an iconic entry feature
- Establishes itself as a bookend to the “Main Street” commercial corridor of Imperial Beach
- Sets the stage for new and improved bicycle and pedestrian transportation improvements

Three lanes of traffic in either direction would be maintained in this segment under the project (Figures 7a–7c). New, contiguous dedicated bicycle lanes would run in both directions. On each side of the street, parallel parking would be accommodated in eight-foot-wide lanes. Mid-block bulb-outs between the parking spaces would provide an additional landscaped buffer to pedestrians on the sidewalk and discourage truck parking. The parking along Florence Street would be reconfigured to provide for diagonal parking.

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Image source: PDC

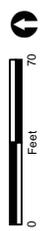
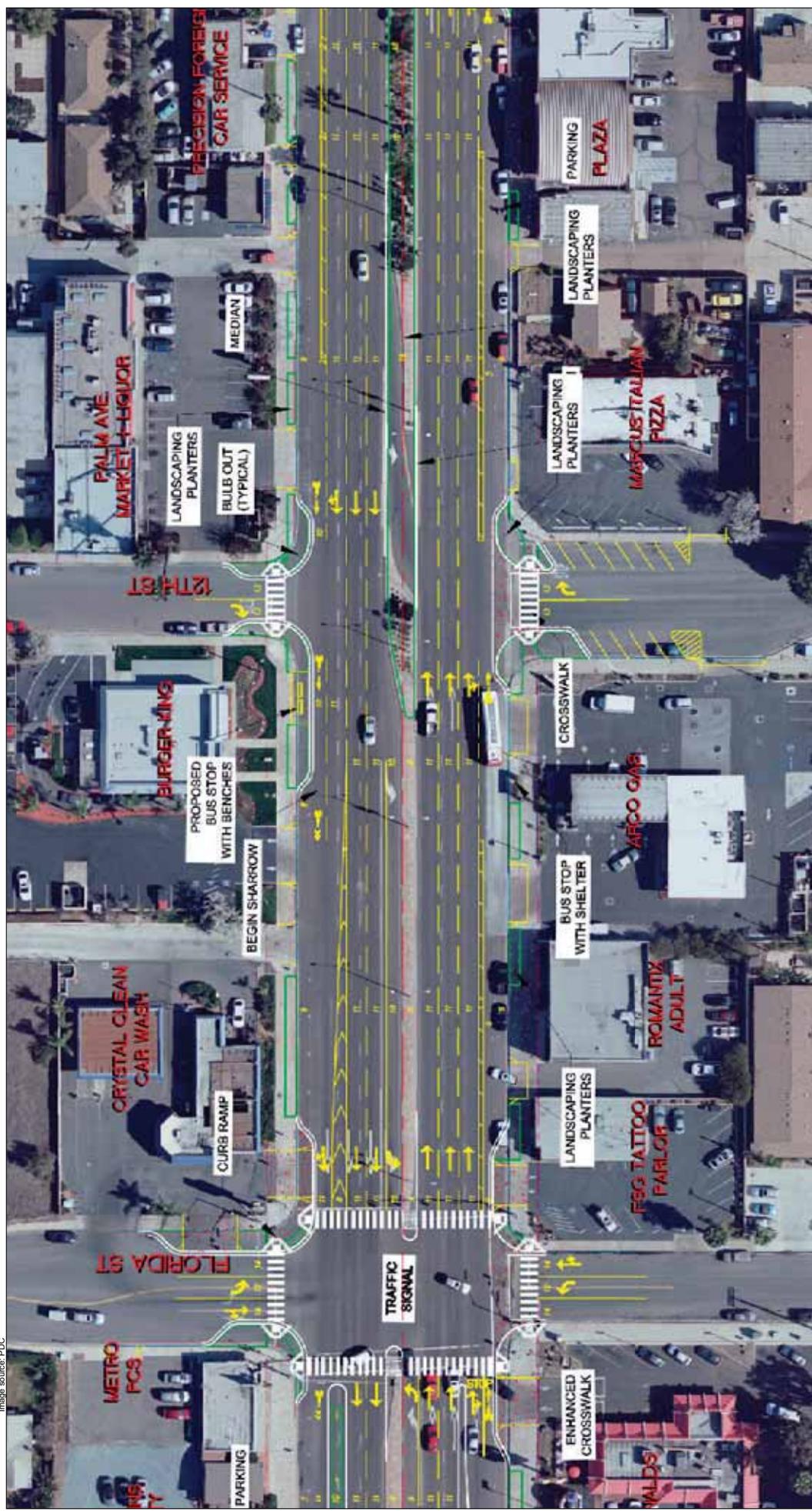


FIGURE 7a
Proposed Configuration for East End Gateway Sector

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Image source: PDC

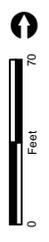
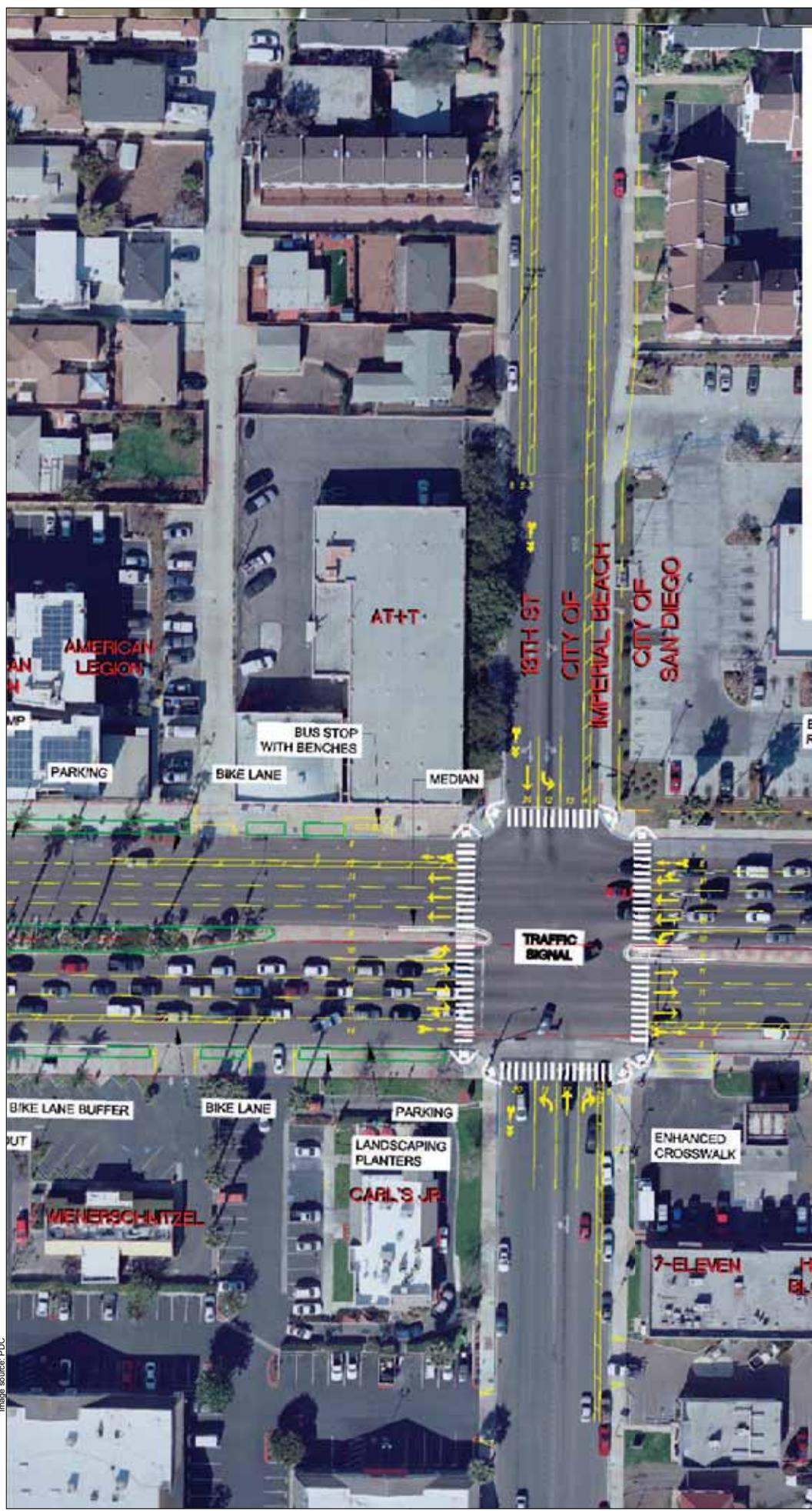


FIGURE 7b

Proposed Configuration for East End Gateway Sector



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Image source: PDC



FIGURE 7c

Proposed Configuration for East End Gateway Sector

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Drainage

In the current condition, the storm drain systems within the project area are undersized for a potential 100-year storm event, which could result in potential flooding along the roadway. Additional storm water treatment systems are also needed in order to improve the water quality of runoff that ultimately discharges into either San Diego Bay or the Pacific Ocean. The project would install new bioswales, bioretention basins, and additional storm drain piping within Palm Avenue/SR-75. Bioswales are landscaped areas with gently sloped sides designed to remove silt and pollution from surface runoff water, and generally occur within the median that separates the local access lanes from the through-traffic lanes. Bioretention basins are smaller landscaped areas (typically six feet by six feet) that also retain and treat runoff.

Storm water runoff from the street would enter the bioretention basin through a curb inlet opening and would then flow through a filter media in a landscaped concrete container. The filter media would retain and treat pollutants from the street, which would then be retained by the biomass of the aboveground plants or trees. The storm-water runoff would flow through the media and into an underground storm drain system, where the treated water is discharged.

Landscaping

There are several categories of landscaping for the project: groundcover and understory plants, canopy/street trees, flowering accent trees, palms, bioswale groundcover and understory plants, bioswale trees, and bioretention accent trees. The groundcover and understory planting area occurs within the median of the roadway and along sidewalks, and includes generally drought-tolerant plants such as foxtail agave (*Agave attenuata*), purple three-awn (*Aristida purpurea*), and coastal statice (*Limonium californicum*). The canopy/street trees also occur within the median and sidewalk areas, and include trees such as lemon bottlebrush (*Callistemon citrinus*), Chinese flame tree (*Koelreuteria bipinnata*), and holly oak (*Quercus ilex*).

Flowering accent trees would be installed near pedestrian crosswalks and within the median with such species as gold medallion tree (*Cassia leptophylla*), chitalpa (*X Chitalpa tashkensis*), and goldenrain tree (*Koelreuteria paniculata*). Palm trees would be planted within the median and include the Mexican fan palm (*Washingtonia robusta*) and Canary Island date palm (*Phoenix canariensis*). Within the bioswale planting area—which occurs within the local access lane median—the ground cover plants would be similar to those detailed above (i.e., purple three-awn), while the trees would be similar to the canopy/street trees previously detailed. The chitalpa tree would be used as the accent tree within the bioretention basin.

Construction Sequencing

Project construction activities would occur in segments as funding becomes available and would begin at the western portion of the alignment and move easterly from intersection to intersection.

The project is planned to be constructed in three phases over a 10-year period. However, construction of each phase would require approximately 14 months to complete in the following construction sequence: demolition (2 months), grading (3 months), utilities (3 months), paving (3 months), and sidewalks and landscaping (3 months). Thus actual construction time is estimated to require 3.5 years during the 10-year period. While the project would involve grading the entire 21.4-acre project site, each phase is estimated to grade approximately 7.13 acres. Total grading would generate approximately 17,252 cubic yards of excavation/demolition and 8,626 cubic yards of fill/road base, resulting in a total of 1,294 truck trips. This estimate is highly conservative, as it is possible that some materials may be recycled and used on-site.

Staging areas for construction have not been finalized at this time; however, they would occur in developed areas in proximity to Palm Avenue/SR-75 and would be leased prior to construction. Businesses would continue to be open to the public during construction and access would be maintained, although parking would be limited. Temporary signage indicating that businesses are open would be installed prior to construction activities at driveways fronting the business. Traffic control plans would be implemented for each segment as they are constructed. Some construction activities may be required to be performed at night due to the existing levels of traffic during the daytime along Palm Avenue/SR-75.

Caltrans Relinquishment

Palm Avenue/SR-75 is a state highway, and is currently within a ROW owned and maintained by Caltrans. Several elements of the project would not meet nor be eligible for design exceptions to the Caltrans State Highway Design Manual. Therefore, in order for the City to proceed with the project as proposed, a relinquishment of the ROW would have to be provided by Caltrans and accepted by the City. The potential relinquishment would not occur as an approval under this MND, but would be required prior to any project construction activities. Therefore, the project is analyzed in this document in accordance with City roadway design standards.

9. Surrounding Land Use(s) and Project Setting:

Palm Avenue/SR-75 is the primary roadway entering into Imperial Beach. As previously detailed in the project description, there are primarily businesses along this portion of Palm Avenue/SR-75, although recently there has been an affordable housing project (at the American Legion building) added to the corridor. Low-density single-family housing generally occurs approximately one block off Palm Avenue/SR-75 in each direction, to the north and south.

10. Other Required Agency Approvals or Permits Required:

California Coastal Commission — Coastal Development Permit

County of San Diego (Department of Environmental Health) — Groundwater Well Relocation or Removal Permit

11. Summary of Environmental Factors Potentially Affected:

The project would have the following Potentially Significant Impacts to the resource areas listed below. A summary of the environmental factors potentially affected by this project, consisting of a Potentially Significant Impact or Potentially Significant Unless Mitigation Incorporated, include:

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

4.0 Initial Study Checklist

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

4.1 Aesthetics

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EXPLANATIONS:

a: No Impact

Figures 8–11 show the visual simulations of each project area sector. The project area, including the sectors along Palm Avenue/SR-75, is not a scenic vista. The project intends to enhance the aesthetic character of Palm Avenue/SR-75 through additional medians with more landscaping, additional street trees, and enhanced public spaces. These improvements would likely enhance the viewshed. Therefore, the project would have no impact on a scenic vista.

b: No Impact

State scenic highways are designated by Caltrans. According to the Caltrans State Scenic Highway Program Map, SR-75 from the Imperial Beach city limit to Avenida del Sol in Coronado was officially designated as a scenic highway in 1974 (Caltrans 2014). As previously detailed in the project description, the project would not extend past Imperial Beach’s city limits. Furthermore, the project intends to improve the scenic value of the Palm Avenue/SR-75 corridor through additional landscaping, street trees, and enhanced public spaces. No impact would occur.



Existing View of West End Gateway



Proposed View of West End Gateway

FIGURE 8

Existing and Proposed Views of West End Gateway



Existing View of Midtown Segment



Proposed View of Midtown Segment

FIGURE 9

Existing and Proposed Views of Midtown Segment



Existing View of Park Segment



Proposed View of Park Segment

FIGURE 10

Existing and Proposed Views of Park Segment



Existing View of East End Gateway



Proposed View of East End Gateway

FIGURE 11

Existing and Proposed Views of East End Gateway

c: Less Than Significant Impact

As previously detailed, the project intends to improve the scenic value of the Palm Avenue/SR-75 corridor within Imperial Beach. As shown in Figures 13–16, the project connects the four sectors with a unified streetscape palette that provides a more aesthetically pleasing environment for pedestrians, cyclists, and motorists. The project’s design concept emphasizes reclaiming the public realm from the automobile along both Palm Avenue/SR-75 and the north–south local streets while still preserving functionality for motorists. Overall, the project would improve the scenic value of the project area following construction. Heavy equipment, such as bulldozers, excavators, and ground compactors, would be visible along the roadway and in adjacent staging areas during construction. However, the presence of this equipment would be temporary. Therefore, impacts would be less than significant.

d: Less Than Significant Impact

As each segment of the project is constructed, new street lighting would be installed. The street lighting would be energy efficient and would be shielded as to not spill over from the roadway and sidewalks. During construction, nighttime lighting may be required. As previously detailed in the project description, the project area is mostly surrounded by businesses, although there are limited residential uses. During nighttime construction, the standard practice is to aim the required lighting downward at the work area, minimizing spillover. In addition, the nighttime lighting during construction would be temporary. Therefore, impacts would be less than significant.

4.2 Agriculture and Forestry Resources

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 1220[g]), timberland (as defined by Public Resources Code section	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
4526), or timberland zoned Timberland Production (as defined by Government Code section 51104[g])?				
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"/>

EXPLANATIONS:

a – e: No Impact

The project area is not identified as prime farmland, unique farmland, or farmland of statewide importance. The Farmland Mapping and Monitoring Program classifies the project area and surrounding area as “urban and built up land” (State of California 2010). There is no Williamson Act Contract associated with the project area. The project area is not zoned as forest land or timberland and does not include any forest land or timberland. Therefore, the project would have no impact on agricultural resources, forest land, or timberland.

4.3 Air Quality

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions 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"/>

EXPLANATIONS:

a: No Impact

This section is based on the Air Quality Analysis prepared for the project (RECON 2014a). The project is located within the San Diego Air Basin (SDAB), which is under the jurisdiction of the San Diego Air Pollution Control District (SDAPCD). The SDAB is designated as non-attainment area for the 2008 federal eight-hour ozone standard and a maintenance area for carbon monoxide. The SDAB is a non-attainment area for the state eight-hour and one-hour ozone standards and a non-attainment area for the state particulate matter less than 10 microns (PM₁₀) and particulate matter less than 2.5 microns (PM_{2.5}) in equivalent diameter standards (SDAPCD 2010). All areas designated as federal non-attainment areas are required to prepare air quality plans showing how the area would meet the federal air quality standards by specific attainment dates.

Similarly, the state requires plans to be prepared that demonstrate progress towards attainment, which includes a 5 percent annual reduction in countywide emissions of ozone precursors or an expeditious schedule for adopting every feasible emission control measure. The SDAPCD has developed a Regional Air Quality Strategy (RAQS), revised in 2009, to attain the state air quality standards for ozone, which is the applicable air quality plan in the region.

Section 15125(B) of the CEQA Guidelines contains specific reference to the need to evaluate any inconsistencies between a project and the applicable air quality management plan, i.e. the RAQS. Included in the RAQS are Transportation Control Measures (TCMs). The RAQS and TCM plan set forth the steps needed to accomplish attainment of state and federal ambient air quality standards. The primary concern for assessing impacts on the RAQS is whether the project is consistent with the growth assumptions used to develop the plan.

The project area is entirely within the existing roadway and would not result in a change in land use or the generation of any additional traffic. The project does not include any new structures. Therefore, the project is consistent with the growth assumptions of the RAQS. Additionally, the proposed project is included in the SANDAG 2012 San Diego Regional Transportation Improvement Plan (RTIP) as project "MPO ID: IB11." Thus, the project is consistent with the growth assumptions in the regional transportation plans.

SDAPCD relies, to a certain degree, on land use designations contained in local general plan documents and the SANDAG regional transportation plans to prepare air quality plans. SDAPCD refers to approved general plans to forecast, inventory, and allocate regional emissions from land use and development-related sources. These emissions budgets are used in statewide air quality attainment planning efforts. As discussed above, the project is consistent with the City's General Plan and the SANDAG 2012 RTIP, therefore, operational (i.e., mobile sources) emissions associated with the project would have been accounted for when developing emission projections for the RAQS. As such, the project is consistent with the regional air quality plan and the RAQS and no impact would occur.

b: Less Than Significant Impact

Long-term operation of the project would not result in additional air emissions compared to existing conditions as the number of lanes within Palm Avenue/SR-75 would not expand and thus would not increase the number of cars using the roadway. The project would not include any new uses, such as new buildings that could result in stationary source emissions. No new mobile source emissions would be attributed to the proposed roadway improvements. Operational impacts would thus be less than significant.

Emissions resulting from the project would be due primarily to construction of the project, as the project would not result in the increase of traffic volumes. The SDAPCD does not provide specific thresholds for determining the significance of construction and operational source-related impacts. However, the SDAPCD does specify Air Quality Impact Analysis (AQIA) trigger levels for new or modified stationary sources (SDAPCD Rules 20.2 and 20.3). Although these trigger levels do not generally apply to construction or mobile sources, for comparative purposes these levels are used by the City to evaluate the increased emissions that would be discharged into the SDAB if the project were approved (Table 2).

**TABLE 2
AIR QUALITY IMPACT SCREENING LEVELS**

Pollutant	Emission Rate		
	(lb/hr)	(lb/day)	(tons/yr)
NO _x	25	250	40
SO _x	25	250	40
CO	100	550	100
PM ₁₀	--	100	15
Lead	--	3.2	0.6
ROG ¹	--	250	--
PM _{2.5} ²	--	100	--

SOURCE: SDAPCD Rule 20.2 (12/17/1998) except for ROG and PM_{2.5}.

NO_x = oxides of nitrogen, SO_x = oxides of sulfur, CO = carbon monoxide, PM₁₀ = particulate matter less than 10 microns, ROG = reactive organic gases per cubic meter, PM_{2.5} = particulate matter less than 2.5 microns

¹ The threshold for ROG is based on the Environmental Protection Agency General Conformity Rule, which equates ROG and NO_x emissions under the clean air act and applies the same limitation on ROG and NO_x emissions in ozone non-attainment areas (Federal Register 2010).

² As the SDAPCD does not set a limit on PM_{2.5} and approximately 92 percent of PM₁₀ exhaust is PM_{2.5} and 61 percent of mechanical PM₁₀ is PM_{2.5}, the PM_{2.5} threshold is equated to the PM₁₀ threshold (SCAQMD 2006).

Construction-related activities are temporary, short-term sources of air emissions. Sources of construction-related air emissions include fugitive dust from grading activities; construction equipment exhaust; and construction-related trips by workers, delivery trucks, and material-hauling trucks. Table 3 shows the projected maximum daily emissions from construction for each criteria pollutant.

**TABLE 3
SUMMARY OF MAXIMUM DAILY CONSTRUCTION EMISSIONS
(pounds per day)**

Phase	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Demolition/Site Preparation	4.3	41.7	23.8	>0.1	73.2	16.6
Grading/Excavation	17.5	184.0	84.7	>0.1	80.4	23.1
Drainage/Utilities/Sub-grade	11.1	97.6	58.1	>0.1	77.0	20.0
Paving	4.2	34.3	28.2	>0.1	2.2	2.0
Maximum Daily	17.5	184.0	84.7	>0.1	80.4	23.1
Significance Threshold	250	250	550	250	100	100
Exceed Threshold?	No	No	No	No	No	No

ROG = reactive organic gas, NO_x = oxides of nitrogen, CO = carbon monoxide, SO₂ = sulfur dioxide, PM₁₀ = particulate matter less than 10 microns, PM_{2.5} = particulate matter less than 2.5 microns

For assessing the significance of the air quality emissions resulting during construction of the project, the construction emissions were compared to the SDAPCD AQIA trigger levels. As shown in Table 2, project construction would not exceed the applicable regional emissions

thresholds. These thresholds are designed to provide limits below which project emissions would not significantly change regional air quality. Therefore, as project emissions are well below these limits, project construction would not result in regional emissions that would exceed air quality standards or contribute to existing violations. Additionally, construction emissions would be temporary, intermittent, and would cease at the end of project construction. Impacts would be less than significant.

c: Less Than Significant Impact

As discussed above, the project is consistent with the RAQS, and as shown in Table 2, project construction would not exceed the applicable significance thresholds. Construction activities would incorporate standard dust control measures and utilize California Air Resources Board (CARB)/Environmental Protection Agency (EPA) certified construction equipment, thus emissions would be further reduced so as not to contribute to a cumulative impact. In addition, the project would not result in an increase in traffic capacity nor would it construct facilities that would emit additional pollutants. Therefore, the project would result in less than significant cumulative air quality impacts.

d: Less Than Significant Impact

A sensitive receptor is a person in the population who is more susceptible to health effects due to exposure to an air contaminant than the population at large. Examples include residences, schools, playgrounds, child care centers, churches, athletic facilities, retirement homes, and long-term health care facilities.

Diesel Particulate Matter (PM)

As shown in Table 3, the maximum PM₁₀ and PM_{2.5} emissions would occur during grading/excavation activities, which require the largest number of heavy-duty diesel equipment. This period would last for a maximum of 9 months if all three phases were combined. PM emissions would decrease for the remaining construction period, because construction activities such as roadway construction and paving would require less construction equipment. While the maximum diesel PM emissions associated with grading/excavation activities would only occur for a portion of the overall construction period, this activity represents the worst case condition for the total construction period. This would represent less than 1 percent of the total exposure period for health risk calculation.

Due to the short exposure period and the ongoing implementation of U.S. EPA and CARB requirements for cleaner fuels, diesel engine retrofits, and new low-emission diesel engine types, diesel PM generated by project construction is not expected to create conditions where the probability is greater than 1 in 1 million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic Toxic Air Contaminants (TACs) that exceed a Hazard Index greater than 1 for the Maximally Exposed Individual. Therefore, localized impact from diesel particulate matter would be less than significant.

Carbon Monoxide (CO)

Small-scale, localized concentrations of carbon monoxide (CO) above the state and national standards have the potential to occur near congested intersections. According to the Traffic Impact Analysis (KOA 2014), based on the intersection operation improvements associated with the project, all signalized intersections analyzed would operate at Level of Service (LOS) D or better with the project, with the exception of SR-75 and Rainbow Drive. However, the project proposes improvements that would reduce total delay time. Therefore, the project would improve conditions at the only failing intersection and would not result in an increase of CO concentrations affecting local sensitive receptors. Therefore, project impacts on local CO concentrations would be less than significant.

e: Less Than Significant Impact

The project does not include any land uses typically associated with odor complaints. During construction, diesel equipment may generate some nuisance odors; however, due to the distance of sensitive receptors from the project site, odors associated with project construction would be less than significant.

4.4 Biological Resources

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

EXPLANATIONS:

a: Potentially Significant Unless Mitigation Incorporated

The project area is entirely developed. Salt ponds and waters approximately 0.35 mile north are within the South Bay Unit of the San Diego National Wildlife Refuge (SDNWR) and, among other considerations, are recognized as an important foraging and resting area for migratory birds. According to a recent biological resources report prepared for another project adjacent to this area (RECON 2010), sensitive species with the potential to occur in this area include northern harrier (*Circus cyaneus*), light-footed clapper rail (*Rallus longirostris levipes*), western snowy plover (*Charadrius alexandrinus nivosus*), elegant tern (*Thalasseus elegans*), California least tern (*Sternula antillarum browni*), Belding’s savannah sparrow (*Passerculus sandwichensis beldingi*), and large-billed savannah sparrow (*Passerculus sandwichensis rostratus*). It should be noted, however, that most of these species use habitat north of Palm Avenue/SR-75 and 13th Street outside the project area. Construction related to the proposed project would be limited to the project area within the City’s ROW, which is developed as a roadway.

However, there are a several palm trees within the median of Palm Avenue/SR-75. Project activities include the reconfiguration of the median within the roadway, which may involve the removal or relocation of trees. As palm trees may support nesting bird species that are protected under the federal Migratory Bird Treaty Act (MBTA), potential direct impacts would be potentially significant unless mitigation is incorporated. Mitigation has been identified, which is detailed below (**MM-BIO-1**).

MM-BIO-1:

To avoid any direct impacts to raptors and/or any native/migratory birds, removal of trees that support active nests in the proposed area of disturbance shall occur outside of the breeding season for these species (February 1 to September 15). If removal of habitat in the proposed area of disturbance must occur during the breeding season, the Qualified Biologist shall conduct a pre-construction survey to determine the presence or absence of nesting birds on the proposed area of disturbance. The pre-construction survey shall be conducted within 10 calendar days prior to the start of construction activities (including removal of trees). The results shall be submitted to the City of Imperial Beach for review and approval prior to initiating any construction activities.

- If nesting birds are not detected during the pre-construction survey, no further mitigation is required.
- If nesting birds are detected, a letter report or mitigation plan in conformance with applicable state and federal law (i.e., appropriate follow-up surveys, monitoring schedules, construction and noise barriers/buffers, etc.) shall be prepared and shall include proposed measures to be implemented to ensure that take of birds or eggs or disturbance of breeding activities is avoided. The report or mitigation plan shall be submitted to the City of Imperial Beach for review and approval and implemented to the satisfaction of the City. The Qualified Biologist shall verify and approve that all measures identified in the report or mitigation plan are in place prior to and/or during construction.

b – d: No Impact

The project area is developed and therefore does not contain any riparian habitat, nor does it support any federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) or wildlife corridors. The project would not interfere with the movement of native resident or wildlife species. Because the project would be impacting developed and non-sensitive land cover types, no impact would occur.

e – f: Less Than Significant Impact

The project is proposed within a developed ROW and would not conflict with any local policies protecting biological resources or an adopted habitat conservation plan. Adjacent to the eastern portion of the project area are lands within the City of San Diego Multi-Habitat Planning Area

(MHPA) (Figure 12). The MHPA is a planned habitat preserve as part of the Multiple Species Conservation Program (MSCP), which is a comprehensive, long-term habitat conservation planning program that covers portions of San Diego County.

Although Imperial Beach is not a participant in the MSCP, the proximity of the project to the MHPA warrants analysis of the proposed project in the context of MSCP MHPA Land Use and Adjacency Guidelines (City of San Diego 1997), which are used to assess potential indirect impacts. The project is assessed on the basis of the following factors.

Drainage

Potential runoff during and after construction would be contained and filtered by appropriate Best Management Practices (BMPs), such as detention basins and bio-filters, before discharging into the existing storm drain system within the roadway. Modifications to Palm Avenue/SR-75 would not result in any substantial increase in drainage and would not drain toward the MHPA.

Toxics

Landscaping of the median within the roadway may require the use of fertilizers or pesticides; however the only landscaping occurring adjacent to the MHPA would be a canopy tree within the bioretention basin. Therefore, no fertilizers or pesticides would be used in the area adjacent to the MHPA.

Lighting

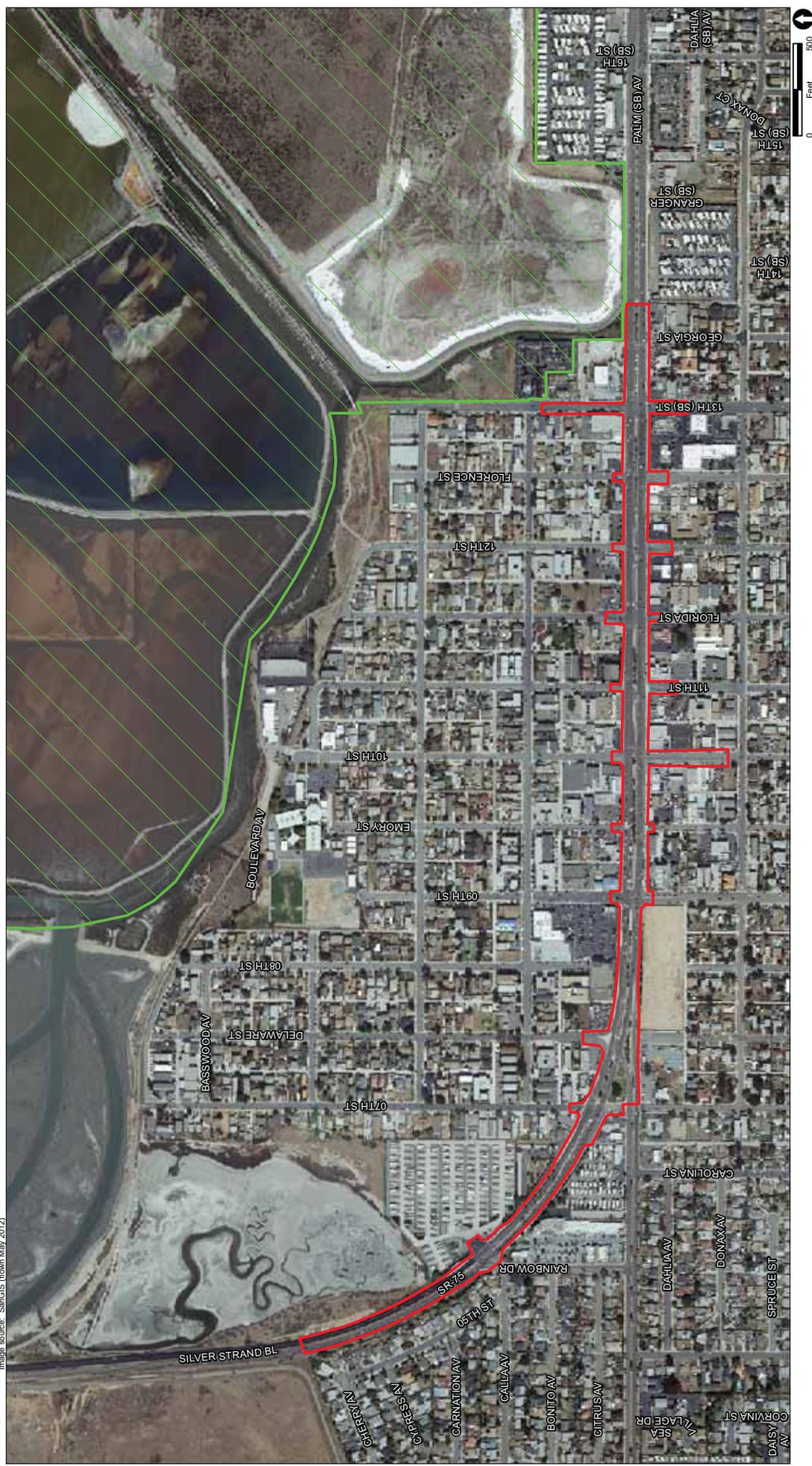
Nighttime construction would not occur in the area adjacent to the MHPA. Street lights currently exist in the median of Palm Avenue/SR-75 in this area adjacent to the MHPA; however, any replacement lighting would be shielded toward the roadway as it currently exists.

Noise

The project would not result in any permanent increase in noise above existing conditions, as the roadway capacity would not change. Construction noise was assessed in the Noise Technical Analysis prepared for the project (RECON 2014b). As detailed in the Noise Technical Analysis, the measured ambient noise levels 50 feet from the existing roadway are 66 to 68 dB(A) L_{eq} (average hourly noise level in a-weighted decibels), with maximum noise levels ranging from 82 to 87 dB(A) L_{max} . Based on the anticipated construction noise level, construction activities would not exceed the maximum daytime noise level. In addition, nighttime construction would not occur in the area adjacent to the MHPA. Therefore, no indirect noise impacts would occur.

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Image source: SanGIS (flown May 2012)



Project_Boundary
 City of San Diego MHPA

FIGURE 12
Project Area in Relation to the MHPA

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Barriers

The MHPA area is currently almost entirely separated from the project area by a chain link fence along Palm Avenue/SR-75. The project would not remove this fence, which currently prevents unauthorized access into the MHPA.

Invasive Plants

The landscaping and street trees selected for the project are mostly native to California. No invasive plant species would be used or planted adjacent to the MHPA.

Brush Management

Brush management for wildfire fuel management is not relevant to the project due to its proximity to urban development, the edge of San Diego Bay, and the Pacific Ocean. No flammable native brush occurs in proximity to the project. Therefore, project construction activities would not result in indirect impacts. Impacts would be less than significant.

4.5 Cultural Resources

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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. 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"/>
d. Disturb human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EXPLANATIONS:

a – b: Potentially Significant Unless Mitigation Incorporated

A record search was conducted at the South Coastal Information Center by RECON as part of the Imperial Beach Bikeway Village project (October 2011) to determine if there were known historical or archaeological resources within 1 mile of the project site. The 1-mile radius also covers the project area. There are no known historical or archaeological resources within the project area. A sacred lands search letter was sent to the Native American Heritage Commission (NAHC) to determine if any sacred lands were recorded within the project area. The NAHC stated there were no known sacred lands within their records and provided a list of Native American tribes to contact. A response was received from the Viejas Tribal Government, which requested that a Native American monitor be present during ground-disturbing activities.

Although this area has been previously disturbed from development of the roadway and utilities, new utilities may require excavation into soils not previously disturbed. Therefore, impacts associated with archaeological resources would be potentially significant. Mitigation has been identified and is detailed below.

c: Potentially Significant Unless Mitigation Incorporated

According to the Geologic Reconnaissance prepared for the project (Geocon 2014), the project area is underlain by Quaternary-age Old Terrace Deposits (formerly Bay Point Formation). This formation has a high paleontological sensitivity rating. In some areas, this formation is approximately two to four feet below the surface (Geocon 2014). As previously detailed, new utilities may require excavation into soils not previously disturbed. As the project requires trenching for new storm drains that may extend eight to ten feet below the surface, impacts are potentially significant unless mitigation is incorporated. Mitigation has been identified, which is detailed below.

d: Less Than Significant Impact

While there are no formal cemeteries or recorded burials in the vicinity of the project area, prehistoric burials are possible. The potential for encountering human remains during construction activities of future redevelopment is low. The proposed project would be required to follow all procedures set forth in the California Public Resources Code (§5097.98) and State Health and Safety Code (§7050.5). These regulations detail specific procedures to follow in the event of a discovery of human remains. Compliance with these regulations would ensure that impacts would be less than significant.

MM-CUL-1 (Archaeological Resources):

1. Prior to beginning any work that requires monitoring, a pre-construction meeting shall be held and shall include a qualified Archaeologist and Native American Consultant/Monitor. The qualified Archaeologist and Native American Monitor shall attend any grading/excavation related pre-construction meetings to make comments and/or

suggestions concerning the Archaeological Monitoring Program with the Construction Manager and/or Grading Contractor.

- a. Prior to the start of any work that requires monitoring, the archaeologist shall submit an archaeological monitoring exhibit (with verification that the exhibit has been reviewed and approved by the Native American consultant/monitor when Native American resources may be impacted) based on the appropriate construction documents to the City identifying the areas to be monitored including the delineation of grading/excavation limits.
 - b. The exhibit shall be based on the results of the records search conducted as well as information regarding existing known soil conditions (native or formation).
2. The Archaeological Monitor shall be present during soil-disturbing and grading/excavation/trenching activities which could result in impacts to archaeological resources as identified on the exhibit. The Construction Manager is responsible for notifying the monitors of changes to any construction activities such as in the case of a potential safety concern within the area being monitored.
 3. The Archaeological and Native American Consultant/Monitor shall document field activity via a site monitoring log. These logs shall be transmitted to the City on the first day of monitoring, the last day of monitoring, monthly, and in the case of any discoveries.
 4. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil disturbing activities, including but not limited to digging, trenching, excavating or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources, and immediately notify the City.
 - a. The Archaeological Monitor and Native American Consultant/Monitor, where Native American resources are discovered, shall evaluate the significance of the resource.
 - b. If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains; and the procedures set forth in CEQA Section 15064.5(e), the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken.

MM-CUL-2 (Paleontological Resources):

1. Prior to start of construction, the qualified paleontologist (Paleontological Monitor) shall conduct a site-specific records search from the San Diego Natural History Museum.
2. Prior to the start of any grading and excavation, the Paleontological Monitor shall submit an exhibit based on the final construction documents that shall identify the areas to be monitored, including the delineation of grading/excavation limits. The exhibit shall be based

on the results of a site-specific records search, existing known soil conditions (native or formation), and the depth to which grading/excavation activities would occur. Prior to the start of any work, the Paleontological Monitor shall also develop a monitoring schedule consistent with the construction schedule, indicating when and where monitoring will occur.

3. During construction, in the event of a discovery, grading/trenching activities in the area of discovery will be temporarily diverted. The Paleontological Monitor shall evaluate the significance of the resource. The determination of significance for fossil discoveries shall be at the discretion of the Paleontological Monitor.
 - a. If the resource is significant, a Paleontological Recovery Program shall then be submitted to the City. Impacts to significant resources must be mitigated before ground-disturbing activities in the area of discovery shall be allowed to resume. The Paleontological Monitor shall also:
 - Notify the City that fossil resources will be collected, curated, and documented.
 - Ensure that all fossil remains collected are cleaned and catalogued.
 - Ensure that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area, that faunal material is identified as to species, and that specialty studies are completed, as appropriate.
 - Ensure that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.
 - b. If the resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils), the Paleontological Monitor shall note in the monitoring reports and notify the Construction Manager that a non-significant discovery has been made, and work can continue.
4. Following construction, the Paleontological Monitor shall submit a Monitoring Report to the City that describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program. If significant paleontological resources are encountered during monitoring, the Paleontological Recovery Program shall be included in the Monitoring Report. A copy of the final Monitoring Report shall be submitted to the San Diego Natural History Museum.

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

EXPLANATIONS:

a: Less Than Significant Impact

This section is based on the Geologic Reconnaissance prepared for the project (Geocon 2014). Based on a review of the referenced geologic materials and professional knowledge of the general area, the project area is not underlain by active, potentially active, or inactive faults. An active fault is defined by the California Geological Survey (CGS) as a fault showing evidence for activity within the last 11,000 years. The site is not located within a State of California Earthquake Fault Zone (formerly referred to as an Alquist–Priolo Fault Zone).

The Newport–Inglewood/Rose Canyon Fault Zone, located approximately two miles west of the site, is the closest known active fault. The CGS includes portions of the Newport–Inglewood/Rose Canyon Fault Zone within the State of California Earthquake Fault Zone. Based upon a review of available geologic data and published reports, the project area is not located within a State of California Earthquake Fault Zone. The Newport–Inglewood/Rose Canyon Fault Zone would be the dominant source of seismic ground motion if a seismic event occurred. As detailed in the project description, the project does not include the construction of any structures. For the repaving and design of the roadway, the project would adhere to grading recommendations set forth by the Geologic Reconnaissance. Adherence to these recommendations and standard roadway design features would ensure that impacts related to seismic activity would be less than significant.

b: Less Than Significant Impact

The project would not result in the loss of topsoil, as the project area is entirely developed. The project would not result in substantial soil erosion. Prior to construction, the City and/or its contractor would prepare a Storm Water Pollution Prevention Program (SWPPP) that would detail the erosion and sediment control BMPs that would be utilized within the construction site. Implementation of these BMPs would ensure that impacts associated with erosion would be less than significant.

c: Less Than Significant Impact

The project area is underlain by surficial materials consisting of previously placed fill, undocumented fill, and Quaternary-age Old Terrace Deposits. The roadway, sidewalks, medians, etc. have been previously graded. No significant soil or geologic conditions were observed or are known to exist that would preclude the construction of the proposed improvements. Therefore, the geologic unit and soils are generally stable and would not become unstable as a result of the project with adherence to grading recommendations contained within the Geologic Reconnaissance.

A landslide is a downslope movement of a large amount of soil due to gravity. These typically occur when the side of a hill or mountain becomes unstable to external factors, such as erosion, moisture, or seismic events. Based on the Geologic Reconnaissance, landslide deposits have not been mapped within the project area. The risk associated with ground movement hazard due to landslide is low. Liquefaction of soils can occur when ground shaking causes saturated soils to lose strength due to an increase in pore pressure. Due to the dense nature of the underlying soil of the Quaternary-age Old Terrace Deposits, the risk associated with liquefaction hazard is low. Overall, impacts would be less than significant.

d: Less Than Significant Impact

Based on the Geological Reconnaissance, the majority of soils within the project area are expected to have a low expansion potential. The clayey portion of the Quaternary-age Old Terrace Deposits is expected to have a medium to high expansion potential. Expansive soils would be removed and replaced with low expansive soils to a depth of approximately three feet below the base of the surface. Therefore, adherence to grading recommendations contained in the Geologic Reconnaissance would avoid significant impacts associated with expansive soils. Overall, impacts would be less than significant.

e: No Impact

The project would not require the use of septic tanks or alternative wastewater disposal systems. No impact would occur.

4.7 Greenhouse Gas Emissions

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>

EXPLANATIONS:

a: Less Than Significant Impact

This section is based on the Greenhouse Gas (GHG) Analysis prepared for the project (RECON 2014c). A 900 metric ton carbon dioxide equivalent (MTCO₂E) screening criterion for determining when a detailed GHG analysis must be prepared has been used for the project following guidance from the California Air Pollution Control Officers Association (CAPCOA) report “CEQA & Climate Change” dated January 2008. The 900 MTCO₂E guideline is referenced as a conservative threshold for requiring further analysis and mitigation. This emission level is based on the amount of vehicle trips, energy and water use, waste, and other factors associated with projects. CAPCOA identifies project types that are estimated to emit approximately 900 MTCO₂E of GHG emissions annually. Projects that do not meet the criterion are not required to prepare a detailed Business as Usual (BAU) GHG technical analysis report.

To evaluate the project’s net GHG emissions, emissions were calculated using the Sacramento Metropolitan Air Quality Management District’s (SMAQMD) Road Construction Emissions Model (Road Construction Model). The Road Construction Model was developed by the SMAQMD with the participation of several state air districts, including the SDAPCD. The emissions source for this analysis is limited to construction equipment, as the project does not have an operational component (e.g., would not construct new buildings, parking lots, or generate additional traffic). Table 4 summarizes the gross and net project emissions.

**TABLE 4
ANNUAL PROJECT GHG EMISSIONS
(MTCO₂E PER YEAR)**

Emission Source	Existing GHG Emissions	Project GHG Emissions	Net Increase in GHG Emissions
Vehicles	6,896	6,896	0
Energy Use	0	0	0
Area Sources	0	0	0
Water Use	0	0	0
Solid Waste Disposal	0	0	0
Construction	0	175	175
TOTAL			175

Based on the GHG modeling, construction of the project would emit a total of approximately 5,231 MTCO₂E, which when amortized over 30 years, equates to 175 MTCO₂E annually. As shown, the net increase in GHG emissions is not projected to exceed the 900 MTCO₂E screening criterion. Thus, a BAU analysis is not required to determine the percentage reduction in emissions. Therefore, GHG emissions associated with the project would be less than significant.

b: Less Than Significant Impact

The 900 MTCO₂E criteria was designed to set the emission threshold low enough such that smaller projects would not conflict with the State’s Assembly Bill 32 mandate for reducing GHG emissions (CAPCOA 2008). As the project is well below the 900 MTCO₂E screening threshold, it would not conflict with the City’s interim threshold or the Assembly Bill 32 mandate for reducing GHG emissions at the state level. In addition, the project proposes additional landscaping within sidewalks and medians that would serve to reduce heat island effects and improved facilities for cyclists, pedestrians, and public transit that would encourage the use of alternative transportation that would reduce GHG emissions. Therefore, the project is consistent with the goals and strategies of local and state plans, policies, and regulations aimed at reducing GHG emissions, and impacts would be less than significant.

4.8 Hazards and Hazardous Materials

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Initial Study / Environmental Checklist and Mitigated Negative Declaration
for the Palm Avenue Mixed Use and Commercial Corridor Master Plan

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>
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"/>

EXPLANATIONS:

a: No Impact

The project involves the reconfiguration of Palm Avenue/SR-75, which is an existing transportation corridor used for transport of people and goods, including hazardous materials. Motor carriers involved in the transportation of hazardous materials must comply with federal and state regulations, and must obtain a hazardous materials transportation license from the California Highway Patrol. Palm Avenue/SR-75 would continue to be used for the transport of hazardous materials following construction of the project. The project would not change the amount of hazardous materials that are transported or used in the City. No impact would occur.

b: Less Than Significant Impact

This section is based on the Phase I Environmental Site Assessment (ESA), which was prepared for each of the sectors that comprise the project (SCS Engineers 2014). Groundwater monitoring wells are located at the northern portion of Palm Avenue/SR-75 to the east of 12th Street and also along the sidewalks between 10th Street and 12th Street. These monitoring wells are proposed to be removed and relocated to accommodate the proposed ROW improvements. Prior to any well relocation efforts, proper permits would be obtained by the contractor from the County of San Diego Department of Environmental Health (DEH). In addition, if these groundwater wells are associated with a leaking underground storage tank (LUST) case that currently has a “closed-case” status, the well may not need to be replaced after well removal, per discretion of the DEH. As the proper permits would be obtained prior to well removal, impacts would be less than significant.

c: No Impact

There are no schools located within the project area. There is one school within a quarter-mile of the project area: Imperial Beach Preschool located at 608 10th Street. As detailed in the response to 4.8(a) above, the project would not change the amount of hazardous materials that are transported or used in the City along Palm Avenue/SR-75. No impact would occur.

d: Less Than Significant Impact

The Phase I ESAs prepared for each of the sectors state that there is a low likelihood that recognized environmental conditions are present within the project area as a result of the current or historical land use, or from a known and reported off-site source. However, some historical uses and activities—such as agriculture, cars that ran on leaded gasoline, dry cleaners, and gasoline stations—may have resulted in contamination of the soil beneath the paved roadway, median, and sidewalks. The project area is currently developed and covered with pavement or landscaping; therefore, under normal circumstances (i.e., no excavation), there are no complete exposure pathways. As detailed in the project description, excavation,

and possibly soil export, would occur during the installation of storm drain lines, bioswales, and associated features within the reconfigured roadway.

Therefore, it is recommended that limited soil sampling be conducted as a precautionary measure to ensure construction workers and others are not exposed to elevated concentrations of lead, petroleum hydrocarbon, metal-based pesticides, etc. during construction/soil disturbance. In addition, if soil is to be transported off-site, soil sampling would be conducted to assess whether the soil contains lead concentrations that would cause the soil to be classified as a hazardous or regulated waste. The appropriate documentation of the soil removal and subsequent testing would be verified by the City. Therefore, compliance with existing regulations would ensure that potential impacts associated with contaminated soils would be less than significant.

e – f: Less Than Significant Impact

The project area is one mile north of Navy Outlying Landing Field (NOLF) Imperial Beach. The Draft Airport Land Use Compatibility Plan (ALUCP) for NOLF Imperial Beach was released in August 2014. The ALUCP establishes safety, noise, and compatibility guidelines, which are then enforced through an Airport Influence Area (AIA). The project area is located within Review Area II of the AIA. As the project involves the reconfiguration of Palm Avenue/SR-75, an existing roadway within the AIA of NOLF Imperial Beach, the project would not increase or decrease the safety of those using the roadway with regard to potential aircraft hazards. The project area is also 6.5 miles west of Brown Field Municipal Airport and outside of its AIA. There are no private airports near the project area. Impacts would be less than significant.

g: Less Than Significant Impact

Imperial Beach is potentially vulnerable to tsunamis and severe weather due to its location on the coast. As such, the City has taken steps to become better equipped to handle severe weather and tsunamis. The City's Public Safety Department offers a Community Emergency Response Team program so that community members can gain needed training in the event of a large disaster. This program educates people about disaster preparedness for hazards that may impact their area and trains them in basic disaster response skills. The City has also received "StormReady" and "TsunamiReady" designations from the National Oceanic and Atmospheric Administration. These programs help community leaders and emergency managers strengthen their local operations. Communities with these designations promote better planning, education, and awareness.

The project involves the reconfiguration of Palm Avenue/SR-75, which is a designated tsunami evacuation route within Imperial Beach. The project would not impair or interfere with established emergency response or evacuation plans. Traffic control plans would be required prior to construction activities within any sector, which would serve to minimize traffic conflicts during construction. As detailed in the Traffic Impact Analysis (KOA 2014), the project would not result in a significant impact related to the operation of intersections or roadway segments.

Therefore, the project would not physically interfere or impair potential emergency evacuations. Impacts would be less than significant.

h: No Impact

The project area is entirely urbanized. The project is not adjacent to wildlands. Therefore, the project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No impact would occur.

4.9 Hydrology and Water Quality

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 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"/>

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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. Expose people or structures to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EXPLANATIONS:

a: Less Than Significant Impact

Development projects are required to control storm-water runoff during construction and after construction (operation) in order to comply with federal, state, and local water quality standards. Storm-water discharges from construction activities would be controlled consistent with the SWPPP, which is required under the Construction General Permit. The SWPPP identifies applicable construction BMPs to implement as part of the project. Some examples of construction BMPs include perimeter silt fences, designated and contained storage areas for materials and waste, and on-site materials for spill control or containment. Implementation of BMPs during construction would minimize potential impacts to water quality. As part of the project, the contractor is required monitor the water quality BMPs, including conducting routine inspections of disturbed areas to ensure that the BMPs remain intact and effective.

With regard to operation of the project, as detailed in the project description, the project proposes new bioretention basins, bioswales, and upgraded storm drains in order to treat and manage storm-water runoff from the reconfigured roadway. Storm-water runoff from the street would enter the bioretention basin through a curb-inlet opening, and would then flow through a filter media in a landscaped concrete container. The filter media would detain and treat pollutants from the street, which would then be retained by the biomass of the aboveground plants or trees. The storm-water runoff would flow through the media and into an underground storm-drain system, where the treated water is discharged.

Therefore, the bioretention basins and new storm drains would result in the overall improvement of water quality. As the project would control runoff with BMPs during construction and improve the treatment of runoff following construction, the project would not violate any applicable water quality standards or waste discharge requirements. Impacts would be less than significant.

b: No Impact

The project would not require the use of groundwater supplies or interfere substantially with groundwater recharge. According to the Geologic Reconnaissance prepared for the project, exploratory borings performed indicate that the water table is at a depth ranging from approximately 13 to 19 feet below existing ground surface. Therefore, construction activities would not be expected to encounter or deplete groundwater supplies. No impact would occur.

c – d: Less Than Significant Impact

This section is partially based on the Preliminary Drainage Report prepared for the project (Project Design Consultants 2014). There are no streams or rivers within the project area, thus the project would not alter the course of a stream or river.

Drainage basins provide the basis for hydrologic calculations used in the study. Drainage basins delineated for the study consist of on- and off-site areas that generate surface flow onto Palm Avenue/SR-75. Hydrologic calculations were completed for the existing and proposed conditions in order to obtain an accurate estimate of runoff from the roadway. The proposed drainage basins are similar to the existing drainage basins. Therefore, the project would not significantly alter the existing drainage patterns of the project area and thus would not result in substantial erosion or siltation on- or off-site.

The project would generally reduce peak runoff flows through the addition of storm-drain pipes and curb inlets. Therefore, the project would not substantially increase the rate or amount of surface runoff and would minimize flooding along Palm Avenue/SR-75. Impacts would be less than significant.

e – f: No Impact

According to the Preliminary Drainage Report, in the existing condition, the storm drain systems within the project area are undersized for a potential 100-year storm event. The project area is also lacking a sufficient amount of curb inlets. As previously detailed, the project would add curb inlets/bioretention basins and new storm drains. The project would also generally decrease the amount of surface flow that is discharged into the storm drain system. Therefore, the project would increase the capacity of the storm-drain system, improve water quality, and generally decrease the amount of runoff entering the system. No impact would occur.

g – h: No Impact

According to the Preliminary Drainage Report, the project is not within a 100-year flood hazard area. No impact would occur.

i: No Impact

The project area is not within or adjacent to a dam or levee. No impact would occur.

j: Less Than Significant Impact

As previously detailed in the response to 4.8(g), Palm Avenue/SR-75 is a designated tsunami evacuation route for Imperial Beach. The project aims to improve drainage along Palm Avenue/SR-75 and would not substantially alter the feasibility of this roadway being used as an evacuation route. Impacts would be less than significant.

4.10 Land Use and Planning

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EXPLANATIONS:

a: No Impact

The project would not physically divide an established community, but rather, with the proposed traffic-calming improvements, would serve to unify the community. The project consists of the reconfiguration of Palm Avenue/SR-75 within Imperial Beach to provide a multi-modal corridor conducive to pedestrians, bicyclists, transit, and vehicles as well as to business and new infill development. No impact would occur.

b: Less Than Significant Impact

The project is consistent with the City's General Plan and Local Coastal Plan (updated in 2010). For example, Goal 1 of the Circulation Element within the General Plan states: "The quality of life and economic vitality of Imperial Beach is dependent upon a safe and efficiently operating circulation system that provides for pedestrians, bicycles, trucks, automobiles and public transportation." The main goal of the project is to increase the connectivity and safety of Palm Avenue/SR-75 for pedestrians, cyclists, public transportation users, and motorists. The project would add dedicated bicycle lanes throughout, provide bulb-outs for shorter pedestrian crossing times, and replace bus stops.

Policy C-1 within the Circulation Element states that roadways should conform to the roadway classifications set forth in General Plan Figure C-5. The project would not change the roadway classification of Palm Avenue/SR-75, which is designated as a six-lane prime arterial. In addition, the project conforms to the other applicable portion of this policy, which states: "All street and highway designs should further the goal of providing safe and efficient circulation, as well as an aesthetically pleasing urban form." As previously detailed, the project's primary objective is to provide a safer route for all users while maintaining efficient circulation. The project would also improve the aesthetic of this corridor through additional street trees and landscaping.

The project would also be consistent with recent amendments to the General Plan/Local Coastal Plan (August 2012), which are intended to provide more effective direction for development and improvement of properties within the City's commercial corridors, including the project area (Palm Avenue/SR 75). As detailed in the Master Plan, the project area currently "lacks the incentive for residents and visitors to actively use the corridor or spend leisurely time taking pleasure in their surroundings." The intention of the project is to "design the corridor to become the City's 'Main Street' and 'Downtown' destination, thereby attracting locally serving and family-friendly businesses that contribute to the positive image of the corridor."

Overall, the project would not conflict with any applicable land use plan. Impacts would be less than significant.

c: Less Than Significant Impact

Please refer to response 4.4(e-f). Impacts would be less than significant.

4.11 Mineral Resources

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

EXPLANATIONS:

a – b: No Impact

The project area and the surrounding uses are entirely developed and urbanized. Construction activities associated with the project would not result in the loss of a known mineral resource, as these activities would occur within developed areas where mineral resources do not exist due to previous development. There would be no impact to mineral resources.

4.12 Noise

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose persons to or generate 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. Expose persons to or generate excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EXPLANATIONS:

a: Less Than Significant Impact

This section is based on the Noise Analysis prepared for the project (RECON 2014b). Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and, therefore, may cause general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment. Decibels (dB) are the standard unit of measurement of the sound pressure generated by noise sources and are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale for earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the noise energy would result in a 3 dB decrease.

The human ear is not equally sensitive to all frequencies within the sound spectrum. To accommodate this phenomenon, the A-weighted scale, which approximates the frequency response of the average young ear when listening to most ordinary everyday sounds, was devised. Noise levels using A-weighted measurements are written dB(A). It is widely accepted that the average healthy ear can barely perceive changes of 3 dB(A) (increase or decrease) and that a change of 5 dB(A) is readily perceptible. An increase of 10 dB(A) is perceived as twice as loud, and a decrease of 10 dB(A) is perceived as half as loud.

Although dB(A) may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of frequencies from distant sources that create a relatively steady background noise in which no particular source is identifiable. Average noise levels over a period of minutes or hours are usually expressed as dB(A) L_{eq} , which typically assumes a 1-hour average noise level and is used as such in this report. The maximum noise level (L_{max}) is the highest sound level occurring during a specific period.

To determine the existing noise environment and assess the potential impacts of noise resulting from the construction of the improvements associated with the project, noise measurements were taken in the project area. Three noise measurements (five feet above the ground) were taken adjacent to Palm Avenue/SR-75. Additionally, while the noise level measurements were being conducted, traffic counts were taken on Palm Avenue/SR-75. The dominant noise source was traffic on Palm Avenue/SR-75. Noise levels were measured for 15 minutes, and traffic on Palm Avenue/SR-75 was counted during the interval. Noise measurements are summarized in Table 5.

**TABLE 5
NOISE MEASUREMENT SUMMARY**

Measurement		Time	Leq dB(A)	Lmax dB(A)	Lmin dB(A)
ID	Location				
1	7 th Street and Palm Avenue	11:01 A.M.	68.0	82.4	48.1
2	11 th Street and Palm Avenue	11:40 A.M.	67.1	82.2	48.1
3	Georgia Street and Palm Avenue	12:24 P.M.	66.4	87.0	47.5

The City adopted a General Plan/Local Coastal Plan Noise Element in October 1994. The goal of the Noise Element is “to regulate and control unnecessary excessive and annoying sounds and vibrations emanating from uses and activities within the City, and to prohibit such sounds and vibrations as are detrimental to the public health, welfare and safety of its residents” (City of Imperial Beach 1994).

Title 9 of the Imperial Beach Municipal Code (Municipal Code) contains the City’s noise control regulations. The Municipal Code does not contain quantifiable noise level limits at property lines but instead regulates noise based on disturbance of “the peace, quiet and comfort of the community by creating unreasonably loud or disturbing unnecessary noises.” Section 9.32.020(H) of the Municipal Code provides various prohibited noise sources including signaling devices, vehicle noises, hawkers and peddlers, advertising, and construction and prohibits construction noise from “[t]he use of any tools, power machinery or equipment so as to cause noises disturbing to the comfort and repose of any person residing or working in the vicinity, or in excess of 75 decibels between the hours of 10 P.M. and 7 A.M.”

With regards to potential operational impacts, the project would modify the lane configuration on an existing roadway. The project does not include any new stationary noise sources, such as mechanical equipment. The proposed improvements would remain within the existing ROW and would require adjusting existing lanes and relocating some medians. As the improvements do not generate traffic, the difference between the no-project condition and the with-project conditions would be the result of the relocation of traffic nearer to receivers (KOA 2014). While the outside traffic lanes would be located slightly nearer to the receivers, these lanes would be at a lower speed and carry less volume than under the existing condition. Thus, the primary noise source (i.e., the higher speed traffic) would remain in the same general location. As the project would have little effect on noise levels, the project would not result in a substantial increase in ambient noise levels.

Construction noise would be related primarily to the use of heavy equipment and material deliveries. Noise impacts from construction are a function of the noise generated by equipment, the location and sensitivity of nearby land uses, and the timing and duration of the noise-generating activities. Prediction of project construction noise impacts is based on the Federal Highway Administration's Roadway Construction Noise Model (FHWA 2006). The model also employs an "acoustic usage factor" to estimate the percentage of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction phase.

During excavating, grading, and paving operations, equipment moves to different locations and goes through varying load cycles, and there are breaks for the operators and for non-equipment tasks, such as measurement. Maximum noise levels may be 85 to 90 dB(A) at a distance of 50 feet during most construction activities.

Based on typical roadway construction practices, a daily work area would have an average linear working distance of 300 feet. A receiver was modeled at the edge of the roadway, approximately 50 feet from the centerline of construction. Assuming the receiver is centered on the construction, the equipment would pass the receiver at a nearest point 50 feet away and up to 150 feet at either end. This would result in an average distance of 150 feet from the center of construction activity. At 150 feet, short-term noise levels may reach as high as 85 dB(A) L_{max} for very short periods, typically less than a few seconds, as pieces of equipment pass by with the engines under full load, and hourly average noise levels near the edge of the project site would be 75 dB(A) L_{eq} or less.

The nearest residence is located west of the intersection of Palm Avenue/SR-75 and Rainbow Drive, approximately 70 feet from the nearest point of construction activities at the north end of the project. Hourly construction noise levels at this distance would attenuate to 73 dB(A) L_{eq} or less, and maximum construction noise during pavement breaking activities, which would be located at greater distances, would attenuate to 84 dB(A) L_{max} or less. While the City does not specify a noise level limit for construction activities, in most surrounding jurisdictions noise levels of 75 dB(A) L_{eq} or less are considered an acceptable noise level for construction.

Therefore, construction-related noise would not generate noise levels that would expose people residing in the area to excessive noise.

Commercial businesses are located approximately 50 feet from the nearest point of construction activities for the project. Hourly construction noise levels at these businesses are calculated to be 75 dB(A) L_{eq} with maximum construction noise during pavement breaking activities at 90 dB(A) L_{max} or less. Based on 75 dB(A) L_{eq} being a generally acceptable noise level for construction, construction-related noise would not generate noise levels that would expose people working in the area to excessive noise. No construction-related noise impacts would occur from diesel engine noise or pavement-breaking activities associated with development of the project.

The measured ambient noise levels 50 feet from the existing roadway are 66 to 68 dB(A) L_{eq} with maximum noise levels ranging from 82 to 87 dB(A) L_{max} . Based on the anticipated construction noise level, construction activities would be heard at nearby receiver locations and may cause occasional speech disruption, specifically during times of pavement breaking, and may be considered a temporary nuisance. However, while construction noise levels would be noticeable over the ambient noise levels, the project would not result in a significant temporary increase in ambient noise levels.

b: Less Than Significant Impact

Construction activities would include breaking and/or milling of the existing roadway surface, site preparation work, grading and excavation, concrete work, and paving. The greatest vibrations would occur during pavement breaking, when hydraulic hammers are used to crack the upper layer of the roadway.

Vibration levels generated by pavement-breaking activities would vary depending on project conditions, such as sub-surface soil conditions, construction methods, and the specific equipment used. Depending on the proximity of existing structures to each pavement-breaking site, the structural soundness of the existing buildings, and the methods of construction used to construct them, vibration levels caused by pavement breaking may be high enough to be perceptible within 50 feet and would be high enough to damage existing structures within 15 feet. Based on field observations, the nearest receivers are commercial in nature and are at least 18 feet from the roadway edge. At this distance vibrations may reach up to 0.05 inch per second peak particle velocity (PPV), which may be perceptible, but would not result in structural or cosmetic damage.

Other project construction activities, such as the use of high-power or vibratory tools, compactors, and tracked equipment, may also potentially generate substantial vibration in the immediate vicinity, typically within 10 feet of the equipment. Thus, typical construction activities are not anticipated to be a source of substantial vibration and would result in a less than significant impact.

The proposed improvements would remain within the existing ROW and would adjust the location of existing lanes. As the project would not generate any new traffic, any change in vibration levels between the existing conditions and the proposed project would be the result of moving the lanes nearer to receivers. However, as vehicles traveling on roadways are supported on flexible suspension systems and pneumatic tires, they are not an efficient source of ground vibration. They can, however, impart vibration into the ground when they roll over pavement that is not smooth. Continuous traffic traveling on a smooth roadway creates a fairly continuous but relatively low level of vibration. Where discontinuities exist in the pavement, heavy truck passages can be a primary source of localized, intermittent vibration peaks. These peaks typically last no more than a few seconds and often only a fraction of a second. As the project is a road improvement project, it will repave the roadway and would create a smooth roadway; thus, vibration impacts from operation would be less than significant.

c: Less Than Significant Impact

As detailed in the response to 4.12(a), while construction noise levels would be noticeable over the ambient noise levels, the project would not result in a significant temporary increase in ambient noise levels. Impacts would be less than significant.

d: Less Than Significant Impact

As detailed in the response to 4.12(a), with regards to potential operational impacts, the project would modify the lane configuration on an existing roadway. The project does not include any new stationary noise sources, such as mechanical equipment. The project would not result in a substantial increase in ambient noise levels. Impacts would be less than significant.

e – f: Less Than Significant Impact

As detailed in the response to Section 4.8(f), the project area is one mile north of NOLF Imperial Beach. The Draft ALUCP for NOLF Imperial Beach establishes noise compatibility guidelines, which are then enforced through an AIA. The project area is located within Review Area II of the AIA. The project area is also 6.5 miles west of Brown Field Municipal Airport and outside of that AIA. There are no private airports near the project area.

The project involves the reconfiguration of Palm Avenue/SR-75, which does not involve a use that would expose people residing or working in the area to excessive noise levels. Impacts would be less than significant.

4.13 Population and Housing

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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"/>

EXPLANATIONS:

a: Less Than Significant Impact

The project would not directly induce population growth, as there are no new land uses (i.e., residences and businesses) proposed. The project would not result in indirect population growth either. The project is the reconfiguration of the existing roadway in order to increase safety and accessibility for all modes of travel. Changes in zoning and land use along this roadway were evaluated under CEQA as part of the General Plan/Local Coastal Plan and Commercial Zoning Amendments Project (Imperial Beach 2012) and have since been adopted. Thus, the project would not result in indirect impacts related to substantial population growth. Direct and indirect impacts related to substantial population growth would be less than significant.

b – c: No Impact

The project area does not include any existing housing, as it is an existing roadway. No existing housing, or persons, would be displaced as a result of the project. No impact would occur.

4.14 Public Services

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXPLANATIONS:

a: No Impact

The project would not change the existing use of the roadway. The project would not result in the need for new or physically altered governmental facilities for fire, police, schools, parks, or other public facilities. No impact would occur.

4.15 Recreation

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EXPLANATIONS:

a: No Impact

The project involves the reconfiguration of Palm Avenue/SR-75, which would not increase the use of parks as the project does not involve a component that would create residential growth. Although the project proposes to improve the bicycle and pedestrian connectivity in the Park Sector, project improvements are limited to the roadways within the City's ROW. No impact would occur.

b: Less Than Significant Impact

The project includes the provision of bicycle lanes throughout the project area, which may be considered recreational facilities. The bicycle lanes would be within the existing developed ROW as part of the project. The impacts of the project are evaluated throughout this document. Impacts would be less than significant.

4.16 Transportation / Traffic

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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. 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"/>

EXPLANATIONS:

a: Less Than Significant Impact

This section is based on the Traffic Impact Analysis prepared for the project (KOA 2014). The study area for this project includes nine intersections and six roadway segments along Palm Avenue/SR-75 between 13th Street and Rainbow Drive:

Intersections

- Palm Avenue/SR-75 and 13th Street
- Palm Avenue/SR-75 and 12th Street
- Palm Avenue/SR-75 and Florida Street
- Palm Avenue/SR-75 and 10th Street
- Palm Avenue/SR-75 and 9th Street
- Palm Avenue/SR-75 and Delaware Street
- SR-75 and 7th Street
- SR-75 and Rainbow Drive
- Palm Avenue and 7th Street

Roadway Segments

- Palm Avenue/SR 75 between 13th Street and Florida Street
- Palm Avenue/SR 75 between Florida Street and 10th Street.
- Palm Avenue/SR 75 between 10th Street and 9th Street
- Palm Avenue/SR 75 between 9th Street and Delaware Street.
- SR-75 between Delaware Street and 7th Street
- SR-75 between 7th Street and Rainbow Drive.

The following scenarios were evaluated to identify the potential transportation impacts of the project:

- Existing Conditions
- Horizon Year Conditions (Year 2035) and Horizon Year Plus Project Condition

Street system operating conditions are typically described in terms of LOS, which is a report-card scale used to indicate the quality of traffic flow on roadway segments and at intersections. LOS ranges from LOS A (free flow, little congestion) to LOS F (forced flow, extreme congestion).

As noted in the project description, the project does not change the carrying capacity of the roadway. Under the Existing Condition scenario, all intersections and roadway segments operate at an acceptable LOS.

Horizon Year conditions represent traffic conditions in 2035 and beyond, according to regional growth models. Traffic growth on area roadways is a function of the expected land development,

economic activity, and changes in demographics. For the Horizon Year analysis, a growth rate of eight percent was calculated using the SANDAG Series 11 traffic forecast model and was applied to existing volumes. Additionally, traffic volumes from planned new developments (i.e., cumulative projects) that will add traffic to the study area roadways were added to develop Horizon Year base volumes (Table 6).

**TABLE 6
CUMULATIVE PROJECTS**

Project Name	Description
Navy NBC Coastal Campus Facility	Future expansion of training facility
Bernardo Shores	Multi-family Residential
Imperial Beach Bikeway Village	Commercial/ Hostel
City GPA Commercial Rezone	Commercial/ Residential
Breakwater Shopping Center	Commercial

NBC = Naval Base Coronado
GPA = General Plan Amendment

The traffic analysis shows that, without the project, one intersection (SR-75 and Rainbow Drive in the AM peak hour), would operate at LOS F. With the project, this intersection would operate at LOS F, but the delay at the intersection would be reduced by 17.9 seconds. Overall, the project would not result in any significant impacts to study intersections or roadway segments. Therefore, impacts would be less than significant.

b: No Impact

The project would not conflict with an applicable congestion management program, as it would not add permanent vehicle trips to the circulation system. No impact would occur.

c: No Impact

The project would have no effect on air traffic patterns. No impact would occur.

d: No Impact

The project would not substantially increase potential hazards due to a design feature. As detailed in the project description, the primary objective of the project is to increase the safety of Palm Avenue/SR-75 for all modes of transportation. Slightly narrowing the lanes would serve to reduce vehicle speeds, thus increasing safety for motorists and other users. By providing local access lanes within the Mid-town Sector, the project would allow motorists to slow down in order to find street parking or access business driveways without slowing down through traffic. The project also includes bulb-outs on six intersections within the project limits, reducing the walking distance and the time that the pedestrians are in the street. Overall, the project would generally reduce potential traffic hazards. Thus, no impact would occur.

e: No Impact

The project would not result in inadequate emergency access, as it would not reduce the vehicle carrying capacity of Palm Avenue/SR-75. No impact would occur.

f: No Impact

Public Transit

The regional transit agency, San Diego Metropolitan Transit System (MTS), operates Bus Routes 901, 933, and 934 in Imperial Beach with numerous stops along Palm Avenue/SR-75. The project would not significantly affect the operation of the buses. Where there are auxiliary medians that are proposed to separate traffic, the location of the bus stops would allow buses to choose the local access or the through lanes. The project would also require some of the mid-block bus stops to be relocated to the closest traffic signal to facilitate accessibility for the passengers. This would discourage the passengers from illegally crossing the streets at mid-block locations. During construction, it may be necessary to temporarily relocate bus stops, which would be addressed in the traffic control plan for each sector in coordination with MTS.

Bicycle Circulation

The Imperial Beach Bicycle Transportation Plan (BTP) is an implementation document of the Circulation Element of the City's General Plan, designed to illustrate the existing bike routes and facilities as well as to lay out future bicycle transportation elements. The BTP covers the entire City's street and bicycle path network, classifying each as Class I, II, and III type bike routes. Currently there are limited bicycle facilities within the City limit. The Bayshore Bikeway, which is a Class I bike lane, runs along the northern boundary of the City for a length of 0.81 mile and connects adjacent cities. A Class II bike facility exists on Palm Avenue/SR-75 just east of 13th Street and City boundary. According to SANDAG, a Class III bike route exists on 7th Street from Cypress Avenue to Bayshore Bikeway and on 13th Street from Palm Avenue/SR-75 to the Bayshore Bikeway.

The project would be an extension of the existing Class II bike facility east of 13th Street. The project proposes Class II bike lanes in both directions between 13th Street and Florida Street. Between Florida Street and 9th Street with proposed auxiliary medians, the bicycle traffic would have to use the local access lanes and share the lane with vehicular traffic. The bike lanes would continue again from 9th Street to Rainbow Drive. As the project would create new bicycle facilities within the City, it would not conflict with the BTP.

Pedestrian Circulation

As previously detailed, project includes bulb-outs on six intersections within the project limits, reducing the walking distance and the time that the pedestrians are in the street. The design would also improve the ability of the pedestrians, bicyclists, and motorists to see each other and encourage the motorists to travel at a slower speed, thereby improving the safety of the pedestrians. The proposed design reduces the pedestrian travel distance by approximately 10 feet across Palm Avenue/SR-75 and involves installation of pedestrian ramps, which are

Americans with Disabilities Act compliant. The reduction of this distance would reduce the length of the traffic signal's pedestrian phase, and as a result would improve intersection operations.

New crosswalks have been proposed for each traffic signal along the corridor to promote the movements of pedestrians across SR-75. Also, a proposed new signal at 10th Street and an upgraded traffic signal at Delaware Street would provide new, controlled pedestrian crossing points that would enhance safety and again discourage dangerous midblock crossings. In addition, as previously mentioned, the bus stops are proposed to be relocated to make the crosswalks at the intersections more accessible to pedestrians.

Overall, the project would have no impact with regards to conflicting with alternate modes of transportation.

4.17 Utilities and Service Systems

Would the project:

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

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Result in a determination by the wastewater treatment provided 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 regulation related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EXPLANATIONS:

a: No Impact

The project does not involve any wastewater treatment requirements; no impact would occur.

b: No Impact

The project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, as no population growth would occur due to the reconfiguration of the roadway. No impact would occur.

c: Less Than Significant Impact

As previously detailed in the project description, the project would require the construction of new storm-water drainage facilities. The impacts of the construction of these facilities are analyzed throughout this MND. Impacts would be less than significant.

d: Less Than Significant Impact

The project would install native landscaping in the median, which would require minimal irrigation. There would be adequate water supplies to provide for irrigation, as the existing landscaped medians are currently being irrigated. Impacts would be less than significant.

e: No Impact

The project would not result in any wastewater treatment needs. No impact would occur.

f – g: Less Than Significant Impact

The project is not expected to generate a significant amount of construction debris, as no structures would be demolished. However, existing pavement, curbs, and gutters would be removed. If there is remaining fill/concrete from the replacement of the paving, construction debris would either be handled through EDCO or hauled by the contractor to the Otay Landfill, an approved construction debris processing facility, for recycling. The project would not require any other waste disposal needs and would comply with existing local, state, and federal solid waste regulations. Overall, impacts associated with solid waste would be less than significant.

4.18 Mandatory Findings of Significance

Does the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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 checked="" 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 futures projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXPLANATIONS:

a: Less Than Significant Impact

The project would not degrade the quality of the environment, nor would it substantially reduce the habitat of a wildlife species, as it is an entirely developed area. The project would have the potential to result in impacts to nesting birds if trees are removed during the breeding season; however, there is not a substantial number of trees within the median. Furthermore, mitigation was identified in order to reduce impacts to a level that is less than significant. As a result of this evaluation, there is no substantial evidence that, after mitigation, significant effects associated with this project would result. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

b: Less Than Significant Impact

Per the instructions for evaluating environmental impacts in this Initial Study, the potential for adverse cumulative effects were considered in the response to each question in Section 4 of this checklist. In addition to project-specific impacts, this evaluation considered the project's potential for incremental effects that are cumulatively considerable, including those due to development projects identified in Table 6 of this checklist. As a result of this evaluation, potentially significant cumulative effects were determined to exist related to paleontological resources. However, mitigation has been included that reduces these potential cumulative effects to a level below significance, as detailed in Section 4.5 of this checklist. As a result of this evaluation, there is no substantial evidence that, after mitigation, there are cumulative effects associated with this project. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

c: No Impact

In the evaluation of environmental impacts in this Initial Study, the potential for adverse direct or indirect impacts to human beings were considered in the response to multiple questions throughout this checklist, such as air quality, hazards and hazardous materials, and noise. As a result of this evaluation, there is no substantial evidence that there are adverse effects on human beings associated with this project. The project would generally increase the safety of motorists, cyclists, and pedestrians who would use Palm Avenue/SR-75. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

5.0 Determination and Preparers

CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE FEE DETERMINATION

(Fish and Game Code Section 711.4, Statutes of 2006 – SB 1535)

- [] It is hereby found that this project involves no potential for any adverse effect, either individual or cumulatively, on wildlife resources and that a “Certificate of Fee Exemption” shall be prepared for this project.
- [X] It is hereby found that this project could potentially impact wildlife, individually or cumulatively, and therefore, fees in accordance with Section 711.4(d) of the Fish and Game Code shall be paid to the County Clerk.

Report Preparers

RECON Environmental, Inc., 1927 Fifth Avenue, San Diego, California 92101

Greg Kazmer, Primary Report Author, Environmental Analyst
William Maddux, Air/GHG/Noise Author, Senior Acoustician/Air Quality Analyst
Michael Page, Technical Reviewer, Senior Project Manager
Lisa Lind, Report Reviewer, Principal
Chris Nixon, Graphics Preparer, GIS Technician
Eija Blocker, Technical Editor, Production Specialist

6.0 Sources Consulted

Aesthetics

California Department of Transportation (Caltrans)

- 2011 California Scenic Highway Mapping System – San Diego County. Accessed December 1, 2014 via <http://www.dot.ca.gov/hq/LandArch/scenic/schwy.htm>.

Agriculture/Forestry Resources

State of California, Department of Conservation

- 2010 California Important Farmland Finder. Accessed December 1, 2014 via <http://maps.conservation.ca.gov/ciff/ciff.html>.

Air Quality

KOA

- 2014 Traffic Impact Analysis for the Palm Avenue Mixed Use and Commercial Corridor Master Plan Project, Imperial Beach, California. November 25.

RECON Environmental

- 2014a Air Quality Analysis for the Palm Avenue Mixed Use and Commercial Corridor Master Plan Project, Imperial Beach, California. November 25.

Biological Resources

RECON Environmental

- 2011 Biological Resources Letter Report for the Imperial Beach Bikeway Village Project Area and Vicinity. October

- 2014b Noise Analysis for the Palm Avenue Mixed Use and Commercial Corridor Master Plan Project, Imperial Beach, California. November 25.

San Diego, City of

- 1997 Multiple Species Conservation Program, City of San Diego MSCP Subarea Plan. March.

Cultural Resources

Geocon

- 2014 Geologic and Soils Reconnaissance for the Palm Avenue Mixed Use and Commercial Corridor Master Plan Project, Imperial Beach, California. November.

Geology/Soils

Geocon

- 2014 Geologic and Soils Reconnaissance for the Palm Avenue Mixed Use and Commercial Corridor Master Plan Project, Imperial Beach, California. November.

Greenhouse Gas Emissions

California Air Pollution Control Officers Association (CAPCOA)

2008 CEQA & Climate Change. January.

RECON Environmental

2014c GHG Analysis for the Palm Avenue Mixed Use and Commercial Corridor Master Plan Project, Imperial Beach, California. November 25.

Hazards/Hazardous Materials

KOA

2014 Traffic Impact Analysis for the Palm Avenue Mixed Use and Commercial Corridor Master Plan Project, Imperial Beach, California. November 25.

SCS Engineers

2014 Phase I Environmental Site Assessment for the Palm Avenue Mixed Use and Commercial Corridor Master Plan Project, Imperial Beach, California. November.

Hydrology/Water Quality

Project Design Consultants

2014 Preliminary Drainage Report for the Palm Avenue Mixed Use and Commercial Corridor Master Plan Project, Imperial Beach, California. November.

Mineral Resources

California Department of Conservation

2013 GIS Data from Division of Mines and Geology, Mineral Land Classification.

Noise

Federal Highway Administration (FHWA)

2006 Road Construction Noise Model (RCNM). Software Version 1.00. Prepared by U.S. Department of Transportation, Research and Innovative Technology Administration. February 2.

Imperial Beach, City of

1994 General Plan and Local Coastal Plan. October 19. Updated 2010. Available at: <http://www.imperialbeachca.gov/vertical/sites/%7B6283CA4C-E2BD-4DFA-A7F7-8D4ECD543E0F%7D/uploads/%7B8C970972-4DD1-433D-A7CA-D6AFB163EB62%7D.PDF>.

KOA

2014 Traffic Impact Analysis for the Palm Avenue Mixed Use and Commercial Corridor Master Plan Project, Imperial Beach, California. November 25.

Initial Study / Environmental Checklist and Mitigated Negative Declaration
for the Palm Avenue Mixed Use and Commercial Corridor Master Plan

RECON Environmental

2014b Noise Analysis for the Palm Avenue Mixed Use and Commercial Corridor Master Plan
Project, Imperial Beach, California. November 25.

Population and Housing

Imperial, City of

2012 General Plan/Local Coastal Plan and Commercial Zoning Amendments Project.
Accessed at: [http://www.imperialbeachca.gov/vertical/sites/%7B6283CA4C-E2BD-4DFA-A7F7-8D4ECD543E0F%7D/uploads/Final_](http://www.imperialbeachca.gov/vertical/sites/%7B6283CA4C-E2BD-4DFA-A7F7-8D4ECD543E0F%7D/uploads/Final_Commercial_Zoning_Amend_Clean_PDF_7-2-12.pdf)
[Commercial_Zoning_Amend_Clean_PDF_7-2-12.pdf](http://www.imperialbeachca.gov/vertical/sites/%7B6283CA4C-E2BD-4DFA-A7F7-8D4ECD543E0F%7D/uploads/Final_Commercial_Zoning_Amend_Clean_PDF_7-2-12.pdf)

Transportation/Traffic

KOA

2014 Traffic Impact Analysis for the Palm Avenue Mixed Use and Commercial Corridor
Master Plan Project, Imperial Beach, California. November 25.

ATTACHMENTS

Attachments to the Draft Initial Study were circulated for public review and are on file at the City of Imperial Beach and on their website:

http://www.imperialbeachca.gov/index.asp?Type=B_BASIC&SEC={AFF189F6-F68C-4049-9AE6-E3940A5D9C07}&DE={43F7E7A5-051A-4771-B427-FA63C822C526}

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Section 4

MITIGATION MONITORING AND REPORTING PROGRAM

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MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

A Mitigation Monitoring and Reporting Program (MMRP) is required by California Environmental Quality Act (CEQA) Section 21081.6 to be incorporated into the Final Mitigated Negative Declaration (MND) for projects having the potential to cause significant environmental impacts. The MMRP describes conditions of project approval that mitigate or avoid significant effects on the environment.

This MMRP addresses the proposed Palm Avenue Mixed Use and Commercial Corridor Master Plan project being carried forward for approval, by the City of Imperial Beach (City). The proposed project is currently within right-of-way owned and maintained by the California Department of Transportation (Caltrans), and for which the City is the Lead Agency under CEQA. The project area is primarily located along Palm Avenue/SR-75 as well as some side streets, from the City's border with Coronado to the City's border with San Diego. Palm Avenue is the same roadway as SR-75 from the eastern City limit to Delaware Street and then diverges as a local City road providing coastal access.

PROJECT DESCRIPTION SUMMARY

The project includes a number of elements intended to enhance Palm Avenue/SR-75 within the City. The overall goal of the project is to provide a multi-modal corridor conducive to pedestrians, bicyclists, transit, and vehicles as well as to businesses and new infill development. One of the primary project objectives is to develop a unified streetscape palette that provides a safe, well-defined, and comfortable environment for all users. Specifically, this includes improved curbs and gutters, sidewalks, pedestrian curb ramps, wider medians, pedestrian refuge, traffic signal modifications, dedicated bike lanes, new right-turn lanes, restriping, new bus stops, retaining walls, additional landscaping, irrigation, storm drains, bioswales, and natural bioretention basins.

MMRP FORMAT AND IMPLEMENTATION

Mitigation measures that would reduce or eliminate potential environmental impacts of the proposed project were identified in the MND. The project mitigation measures will become conditions of project approval if the MND is approved. The City is required to verify that all adopted mitigation measures are implemented properly as defined in the MMRP. To ensure compliance, a checklist has been prepared and shall be adopted by the City for administration by City personnel. The MMRP is intended to be referred to by grading/construction contractors and City personnel. Information contained within the checklist clearly identifies each mitigation measure, defines the conditions required to verify compliance, and delineates the monitoring schedule. Specific responsibilities are delineated for each measure, which may be delegated to qualified City staff or consultants.

MITIGATION MONITORING AND REPORTING PROGRAM FOR PALM AVENUE MIXED USE AND COMMERCIAL CORRIDOR

Mitigation Measure	Responsibility	Schedule
<p><u>Mitigation Measure BIO-1 (Biological Resources):</u></p> <p>To avoid any direct impacts to raptors and/or any native/migratory birds, removal of trees that support active nests in the proposed area of disturbance shall occur outside of the breeding season for these species (February 1 to September 15). If removal of habitat in the proposed area of disturbance must occur during the breeding season, the Qualified Biologist shall conduct a pre-construction survey to determine the presence or absence of nesting birds on the proposed area of disturbance. The pre-construction survey shall be conducted within 10 calendar days prior to the start of construction activities (including removal of trees). The results shall be submitted to the City of Imperial Beach for review and approval prior to initiating any construction activities.</p> <ul style="list-style-type: none"> • If nesting birds are not detected during the pre-construction survey, no further mitigation is required. • If nesting birds are detected, a letter report or mitigation plan in conformance with applicable state and federal law (i.e., appropriate follow-up surveys, monitoring schedules, construction and noise barriers/buffers, etc.) shall be prepared and shall include proposed measures to be implemented to ensure that take of birds or eggs or disturbance of breeding activities is avoided. The report or mitigation plan shall be submitted to the City of Imperial Beach for review and approval and implemented to the satisfaction of the City. The Qualified Biologist shall verify and approve that all measures identified in the report or mitigation plan are in place prior to and/or during construction. 	<p>Construction contractor to hire qualified biologist. City Planner to review qualifications of biologist and letter report.</p>	<p>Prior to the commencement of breeding season (February 1)</p>

Mitigation Measure	Responsibility	Schedule
<p><u>MM-CUL-1 (Archaeological Resources):</u></p> <ol style="list-style-type: none"> 1. Prior to beginning any work that requires monitoring, a pre-construction meeting shall be held and shall include a qualified Archaeologist and Native American Consultant/Monitor. The qualified Archaeologist and Native American Monitor shall attend any grading/excavation related pre-construction meetings to make comments and/or suggestions concerning the Archaeological Monitoring Program with the Construction Manager and/or Grading Contractor. <ol style="list-style-type: none"> a. Prior to the start of any work that requires monitoring, the archaeologist shall submit an archaeological monitoring exhibit (with verification that the exhibit has been reviewed and approved by the Native American consultant/monitor when Native American resources may be impacted) based on the appropriate construction documents to the City identifying the areas to be monitored including the delineation of grading/excavation limits. b. The exhibit shall be based on the results of the records search conducted as well as information regarding existing known soil conditions (native or formation). 2. The Archaeological Monitor shall be present during soil-disturbing and grading/excavation/trenching activities which could result in impacts to archaeological resources as identified on the exhibit. The Construction Manager is responsible for notifying the monitors of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. 3. The Archaeological and Native American Consultant/Monitor shall document field activity via a site monitoring log. These logs shall be transmitted to the City on the first day of monitoring, the last day of monitoring, monthly, and in the case of any discoveries. 4. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil disturbing activities, including but not limited to digging, trenching, excavating or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources, and immediately notify the City. <ol style="list-style-type: none"> a. The Archaeological Monitor and Native American Consultant/Monitor, where Native American resources are discovered, shall evaluate the significance of the resource. b. If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains; and the procedures set forth in CEQA Section 15064.5(e), the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken. 	<p>Construction contractor to hire qualified archaeologist and Native American monitor. City Planner to review qualifications and monitoring log.</p>	<p>Prior to excavation in native or undisturbed soils</p>

Mitigation Measure	Responsibility	Schedule
<p>MM-CUL-2 (Paleontological Resources):</p> <ol style="list-style-type: none"> 1. Prior to start of construction, the qualified paleontologist (Paleontological Monitor) shall conduct a site-specific records search from the San Diego Natural History Museum. 2. Prior to the start of any grading and excavation, the Paleontological Monitor shall submit an exhibit based on the final construction documents that shall identify the areas to be monitored, including the delineation of grading/excavation limits. The exhibit shall be based on the results of a site-specific records search, existing known soil conditions (native or formation), and the depth to which grading/excavation activities would occur. Prior to the start of any work, the Paleontological Monitor shall also develop a monitoring schedule consistent with the construction schedule, indicating when and where monitoring will occur. 3. During construction, in the event of a discovery, grading/trenching activities in the area of discovery will be temporarily diverted. The Paleontological Monitor shall evaluate the significance of the resource. The determination of significance for fossil discoveries shall be at the discretion of the Paleontological Monitor. <ol style="list-style-type: none"> a. If the resource is significant, a Paleontological Recovery Program shall then be submitted to the City. Impacts to significant resources must be mitigated before ground-disturbing activities in the area of discovery shall be allowed to resume. The Paleontological Monitor shall also: <ul style="list-style-type: none"> • Notify the City that fossil resources will be collected, curated, and documented. • Ensure that all fossil remains collected are cleaned and catalogued. • Ensure that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area, that faunal material is identified as to species, and that specialty studies are completed, as appropriate. • Ensure that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution. b. If the resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils), the Paleontological Monitor shall note in the monitoring reports and notify the Construction Manager that a non-significant discovery has been made, and work can continue. 4. Following construction, the Paleontological Monitor shall submit a Monitoring Report to the City that describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program. If significant paleontological resources are encountered during monitoring, the Paleontological Recovery Program shall be included in the Monitoring Report. A copy of the final Monitoring Report shall be submitted to the San Diego Natural History Museum. 	<p>Construction contractor to hire qualified paleontologist. City Planner to review qualifications and monitoring report.</p>	<p>Prior to construction</p>