

RESOLUTION No. 223141

(R-79-1659)
(Rev. 2/25/80)

Adopted on MAR 27 1979

BE IT RESOLVED, by the Council of The City of San Diego as follows:

That on March 27, 1979 the Council reviewed, considered and revised the findings made with respect to the environmental impacts on the San Diego Bay Route Bikeway identified in Environmental Impact Report No. 78-04-13. A copy of said revised Report is attached hereto as Exhibit "A."

APPROVED: JOHN W. WITT, City Attorney

By Janis Sammartino Gardner
Janis Sammartino Gardner
Deputy City Attorney

JSG:vl:223
2/2/25/80
Or. Dept.: Eng. & Dev.

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City of San Diego
Planning Department



Environmental
Quality
Division

236-5775

ATTACHMENT # 1

Environmental Impact Report

#78-04-13

SUBJECT: Bay Route Bikeway. COUNCIL RESOLUTION 222130 for a joint powers agreement between The City of San Diego, City of National City, City of Chula Vista, City of Imperial Beach, City of Coronado, County of San Diego, and CALTRANS to construct a 22-mile bikeway around a major portion of San Diego Bay. The bikeway would serve communities and implement planned bike routes of several local agencies.

I. SUMMARY

The Environmental Quality Division has determined that the following impacts are associated with the proposed project:

TRAFFIC CIRCULATION/PARKING ON HARBOR DRIVE BETWEEN HARBOR STREET AND EIGHTH AVENUE

Impact: In order to provide room for a five-foot wide bike lane adjacent to traffic lanes, curbside parking spaces must be removed on Harbor Drive between Harbor Street and Eighth Avenue. As a result, approximately 80 spaces that are now available for use by Campbell Industries employees would be removed. There are approximately 140 on-street parking spaces available on Harbor Drive adjacent to Navy Field, located 1/3 to 3/4 mile further from the Campbell employee entrance than the subject 80 spaces. The relocation of available free, public parking spaces would create an impact adverse to those employees who would incur an additional walking distance.

Mitigation: Several alternate proposals are included in the EIR, and discussions of additional variations are currently in the planning stages. The alternates range from saving all parking spaces but losing the project goal of a continuous Class II (separated) bikeway, or reducing traffic carrying capacity on Harbor Drive, to creating the desired level of bikeway but losing a portion of the estimated 80 spaces. (See page 23 of this EIR for an expanded discussion).

Removal of parking spaces on Harbor Drive is not in conflict with any proposed or adopted plan to be in effect in this area. The May 1976 Embarcadero Plan prepared by the San Diego Unified Port District, which encompasses Campbell Industries at its extreme southern boundary, calls for a realignment of Harbor Drive between Market Street and Fifth Avenue. In order to emphasize the "pedestrian-oriented waterfront experience, vehicular traffic should be minimized, especially on

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EXHIBIT "A"

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Harbor Drive." Also, "parking areas should be limited to zones of strategic importance." Ultimate phase design plans show parking limited to off-street parking nodes.

The draft Barrio Logan/Harbor 101 Community Plan northern boundary is adjacent to Campbell Industries. This plan calls for the "removal and redesign of on-street parking and the planned development of parking reservoir areas" on Harbor Drive. Implementation proposals associated with the Harbor Drive reconstruction and realignment include the "development of the industrial employee parking proposal" as one facet of control necessary based on greatly increased future traffic volume projections on Harbor Drive. Campbell Industries should actively participate in the program to work on solutions to the area's industrial parking problem: the City's Redevelopment Agency has a major responsibility for coordination of efforts of affected governmental agencies and private industries.

TRAFFIC CIRCULATION/PARKING ON HARBOR DRIVE BETWEEN SAMPSON STREET TO GATE 2, USN REPAIR BASE

Impact: A parking prohibition would also be applied on Harbor Drive between Sampson Street to Gate 2, USN Repair Base to accommodate the bikeway. Approximately 195 parking spaces currently utilized by National Steel and Shipbuilding Company (NASSCO) employees would be lost. The impact of loss of spaces in this area would be significant since there exists a critically short supply of on-street parking in the adjacent community. Removal of spaces would force employee parking further into the Barrio Logan residential areas.

Mitigation: Five alternate mitigation proposals are discussed in the EIR. The variables include cost, loss of travel lanes, and median improvement (see pages 22 through 25 for a complete comparison). The preferred mitigation, should sufficient funds be available, is Alternate 1 which would require the most street improvements (therefore greatest cost) and would save the greatest number of parking spaces (159 of 195). Lower-cost Alternates 2 and 3 would each improve portions of Harbor Drive in the affected area and would save half or fewer of the 195 spaces. Alternates 4 and 5 would not incur additional costs but would induce secondary impacts: Alternate 4 would increase traffic congestion by removing one travel lane in each direction in order to accommodate parking and the bike lane; Alternate 5 would have bicyclists share a traffic lane with motor vehicles to avoid loss of parking spaces and would therefore not achieve the project goal of providing continuous Class II bikeway (striped lanes) along Harbor Drive.

Any of these five alternate proposals are feasible. Funds to widen Harbor Drive could be available from a number of sources, including uncontracted funds from portions of the bikeway project itself.

Measures which are not included within the project but which are in early implementation stages and are therefore feasible mitigations to

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the above-stated impact include a future 16-mile MTDB route and carpooling efforts through "Commuter Computer". The MTDB light rail line from the Santa Fe Depot in downtown San Diego to the international border at San Ysidro would site 12 stations, including one at Crosby Street (near Campbell) and one at 32nd Street (at NASSCO). Funds have been approved for the project which is expected to begin operation in late 1981. A survey conducted by MTDB indicates that 6.5 percent of NASSCO employees who presently drive to work would utilize public transit, resulting in approximately 300 less automobiles trying to park at NASSCO. The station itself would displace 50 spaces. The overall result would be a reduction in demand of 250 on-street parking spaces. This reduction would adequately alleviate any loss of spaces due to the proposed bikeway lanes. Additionally, the "Commuter Computer" cooperative effort recently conducted a survey at NASSCO in which 20 percent of the 5,000 respondents requested carpool information. Based on past survey experience, 13-20 percent of those making inquiries would join carpools within a year: applied to this situation, this will result in a possible decrease in demand for 100 parking spaces. Together, these two in-process mitigations could alone alleviate the impact of the proposed project's reduction of parking spaces.

WETLANDS ISSUES

The recommended bikeway has the potential of causing impacts in several areas unless appropriate mitigations are incorporated: Sweetwater Marsh; South Bay Biology Study Area; salt ponds in Imperial Beach; and the Otay Riverbed.

Sweetwater Marsh: The recommended alternative routes the bikeway through the Tidelands Avenue extension, a proposed City of Chula Vista project. If the extension is approved, biological mitigation measures will have been incorporated into this project, and the presence of the bikeway would cause no additional impacts. No additional Coast Guard or Army Corps of Engineers permits would be required for the bikeway. If the Tidelands Avenue Extension project is not approved, a 10-foot wide bike path called the Sweetwater Marsh Alternate is proposed. Approximately 0.2 acres of high marsh and 0.5 acres of salt flat would be filled and the Sweetwater River tidal channel would be crossed. Required agency approvals would include California Department of Fish and Game, Army Corps of Engineers, and the Coast Guard, and incorporation of specific mitigation measures would be required before issuance of permits by these agencies. A second alternate, the 24th Street/National Avenue alternate, could be utilized as a portion of the bikeway should concerned agencies find impacts unmitigable. Two endangered bird species use the marsh. Federal agency approval will include consultation with the U.S. Fish and Wildlife Service. Although this alternate could cause the least biological impacts, it would not conform to the project goal of a continuous bikeway adjacent to the Bay, and would also add approximately one mile travel distance in heavy traffic for bikeway commuters.

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South Bay Biology Study Area: Adjacent to this study area the bikeway would remain within the SD & AE railroad right-of-way. No fill or construction is proposed in this area. There would be no increase in biological impacts if proper controls are used to restrict human intrusion to the bikeway.

Salt Ponds in Imperial Beach: Near 7th Street in Imperial Beach the bikeway would use about 1000 feet of the SD & AE railroad fill which is also used as a salt pond dike and footpath. Again, no increase in impacts would occur if operational constraints on the bike path would keep users on the dike.

Otay River: The bikeway would cross the 45 foot channelized Otay River on a bridge or on a 4-5 foot high manmade sill placed over culvert pipes. There is no navigable water at this location, and no significant habitats would be impacted.

AGRICULTURE

The total loss of in-use agricultural land could be approximately two acres. If the Tidelands Avenue extension (recommended alignment) is not constructed, the preferred alternate (Sweetwater Marsh) would construct the bikeway through Vener Farm in Chula Vista and would cause the loss of approximately 0.9 acres of agricultural land. This loss is not considered significant because the City of Chula Vista has designated future land use in this area as "urbanized". A 1.0 acre loss of farmland would occur at Egger Farm, located in the Otay-Nestor area. The bikeway would follow a road already used for operation of farm equipment. In order to avoid conflicts between bicyclists and farm operations, fencing of the bikeway right-of-way (approximately 16 feet in width) would be incorporated into the project as a mitigation measure.

ARCHAEOLOGY

In the original project, two archaeological sites would have been impacted by the location of the bikeway right-of-way. A realignment of portions of the route was incorporated into the project in order to avoid disturbance. A subsequent field survey and test excavation was performed by the archaeological consultant (Corum, San Diego State University) and it was determined that the revised project would not impact cultural resources and that no further archaeological work would be necessary. (Copies of the archaeological research records are available for review upon request to The City of San Diego or to CALTRANS.)

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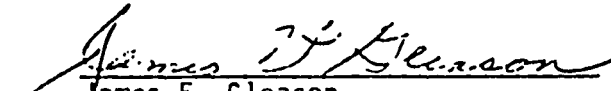
Page 5

The following categories were evaluated and considered to cause no adverse environmental effects: Hydrology, Noise, Air Quality, Energy Consumption.

Analyst: B. Buckley/h

Draft prepared by CALTRANS

Copies of appendices and special reports available at the office of the Environmental Quality Division


James F. Gleason
Environmental Quality Division

7/1/77
Date of Draft Report

7/1/77
Date of Final Report

Copies of the draft report were distributed to the organizations, agencies, and individuals listed in the draft Environmental Impact Report. Responses to public comment in the final EIR follow the distribution list for the final report.

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Passed and adopted by the Council of The City of San Diego on MAR 27 1979,
 by the following vote:

Councilmen	Yeas	Nays	Not Present	Ineligible
Bill Mitchell	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maureen F. O'Connor	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Bill Lowery	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Leon L. Williams	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fred Schnaubelt	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tom Gade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Larry Stirling	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lucy Killea	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mayor Pete Wilson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AUTHENTICATED BY:

PETE WILSON
 Mayor of The City of San Diego, California.

CHARLES G. ABDELNOUR
 City Clerk of The City of San Diego, California.

(Seal)

By Rita Andronico, Deputy.

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Office of the City Clerk, San Diego, California	
Resolution Number <u>223141</u>	Adopted <u>MAR 27 1979</u>

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