

RESOLUTION NUMBER R- 290270

ADOPTED ON JUN 15 1998

BE IT RESOLVED, by the Council of The City of San Diego, that it is certified that Environmental Impact Report No. 96-0721, on file in the office of the City Clerk, has been completed in compliance with the California Environmental Quality Act of 1970 (California Public Resources Code section 21000 et seq.), as amended, and the State guidelines thereto (California Code of Regulations section 15000 et seq.), that the report reflects the independent judgment of The City of San Diego as Lead Agency and that the information contained in said report, together with any comments received during the public review process, has been reviewed and considered by this Council in connection with the approval of Mission Beach Boardwalk Project.

BE IT FURTHER RESOLVED, that pursuant to California Public Resources Code section 21081 and California Code of Regulations section 15091, the City Council adopts the findings made with respect to the project, a copy of which is on file in the office of the City Clerk and incorporated herein by reference.

BE IT FURTHER RESOLVED, that pursuant to California Public Resources Code section 21081.6, the City Council adopts the Mitigation Monitoring and Reporting Program, or alterations to implement the changes to the project as required by this body in order to mitigate or avoid significant effects on the environment, a copy of which is attached hereto and

incorporated herein by reference.

APPROVED: CASEY GWINN, City Attorney

By

A handwritten signature in black ink, appearing to read 'W. T. Griffith', written over a horizontal line.

William T. Griffith  
Deputy City Attorney

WTG:cdk  
05/08/98  
Or.Dept:REA  
R-98-1282  
Form=eirl.frm

**MITIGATION MONITORING AND REPORTING PROGRAM  
FINAL ENVIRONMENTAL IMPACT REPORT FOR THE  
MISSION BAY BOARDWALK - EASTERN WIDENING  
(LDR EIR NO.96-0721; SCH NO.97011080)**

The California Environmental Quality Act (CEQA) requires that a Mitigation Monitoring and Reporting Program (MMRP) be adopted upon certification of an environmental document, to assure that the mitigation measures identified and agreed upon, within it are implemented.

This MMRP is designed to ensure compliance with Public Resources Code Section 21081.6 during implementation of mitigation measures. This program identifies at a minimum, the entity responsible for the monitoring, what is to be monitored, how the monitoring shall be accomplished, and the monitoring and reporting schedule. A record of the MMRP will be maintained at the offices of the City of San Diego Development Services Center, Land Development Review, 1222 First Avenue, Fifth Floor, San Diego, CA 92101.

The project being proposed by the City of San Diego, Park and Recreation Department, is to widen the current Mission Beach Boardwalk twelve feet to the east and to repair portions of the seawall from Thomas Avenue (in Pacific Beach) south to the South Mission Beach Jetty.

The Final EIR for the proposed eastern widening evaluated the following environmental issues in relation to the project: recreational resources, public safety, historical resources, land use, visual impacts/community character, transportation/circulation/parking, noise, drainage, hydrology and geotechnical concerns, public services, air quality, and social and economic effects. The Final EIR also evaluates four alternatives to the project in detail throughout the document; one alternative, the permanent western widening, was considered but rejected due to various unmitigable significant impacts and infeasibility due to potential lack of subsequent matching federal funding and improbability of obtaining required state Coastal Development Permit.

The Final EIR concluded that for the proposed eastern widening, the project would not pose any significant and unmitigated impact. The following impacts were determined to pose significant impacts which would be mitigated to below a level of significance due to secured mitigation measures and proposed project features/design: public safety, visual quality/community character, and noise. The issue regarding transportation/circulation/parking were determined to pose an adverse but mitigated effect.

1) PUBLIC SAFETY

Pedestrians crossing the existing boardwalk to reach the beach are currently required to avoid conflicts with wheeled traffic using the existing boardwalk. Because it would take longer to cross the existing boardwalk width and the proposed added 8-foot wide, eastern travelway, the proposed eastern widening would potentially result in safety

R-290270

impacts for beach goers walking across the widened boardwalk.

Planned improvements associated with the proposed eastern widening would be generally expected to alleviate existing safety problems associated with crossing pedestrians. Project features such as the improved signage and the proposed physical improvements at the retained, existing boardwalk crossings (Final EIR, Part II, Figure 4-4) and the mitigation measures described below would reduce potential safety problems to below a level of significance.

#### Mitigation Measures

- a) The City Park and Recreation Department will annually monitor accident rates reported to the police and lifeguards to determine whether a physical barrier between the wheeled traffic and pedestrian portions (lanes) would have prevented any of the events. This project does not include any physical separation (railing) at this time.
- b) The final design for the project will be reviewed by the appropriate City personnel from Park and Recreation, Transportation, and other City departments to ensure that all safety standards are being met.
- c) The ticket fines for speeding will be clearly posted on park/beach regulation signs located on light standards along the boardwalk.

## 2) HISTORICAL RESOURCES

The proposed project includes the repair and replacement of the seawall parapet which has been determined to be eligible for listing on the National Register of Historic Places.

#### Mitigation Measures

- a) The seawall portion below the parapet will be preserved (to the level feasible) during any reconstruction. Due to the width and depth of the existing seawall footing, it should be possible to construct new parapet, where necessary, by boring into the existing footing and providing required reinforcements.

This measure shall be made a condition of the project Construction Contract. Development Services staff shall review the contract and improvement plans to ensure that this measure has been included.

- b) A federally qualified historical architect shall be retained as part of the field assessment team for existing seawall evaluation and in-kind parapet replacement, to ensure that the proposed seawall work is in accordance with *Secretary of Interior's Standards for the Treatment of Historic Properties*.
- c) To the extent feasible, changes to the seawall/boardwalk/parapet will attempt to return the historic property to its original 1925 condition.
- d) Plans for seawall/boardwalk/parapet replacement shall be submitted to the State Historic Preservation Officer (SHPO) for review and comment. The City Park and Recreation Department will be responsible for submitting the draft improvement plans to the SHPO. Final decision regarding the appropriateness or adequacy of any proposed in-kind replacement will be made by the SHPO. Input from the Advisory Council on Historic Preservation (ACHP) may also be required depending upon final decision regarding project effects to the seawall/boardwalk/parapet.

### 3) VISUAL IMPACTS/COMMUNITY CHARACTER

The eastern boardwalk widening would result in the loss (relocation) of mature palms in the landscaped buffer during potential ultimate three-foot concrete widening (during Phase IV) of the boardwalk south of San Fernando Place.

#### Mitigation Measures

- a) The potential future three-foot, additional eastern widening will be designed to retain the replanted or replaced existing palms in their (then current) position. This will be accomplished by placing the concrete sidewalk within the three-foot expansion area but incorporating openings adequate for palm trunks and roots. Boardwalk users would then be required travel around the trees.
- b) Any palms removed will be replaced or replanted within Mission Beach park or, after community input, within South Mission Beach Park boundaries. Replanting would take place under the supervision of a certified arborist.
- c) Prior to boardwalk construction, a City arborist shall walk the expansion route to identify mature trees which may be adversely affected. Appropriate trees will be flagged and excavation close to their roots shall be completed manually. If necessary, the affected tree shall be staked or otherwise supported (guide wires), until the planted area is again stable.

These measures shall be made conditions of the project Construction Contracts/ Improvement Plans for activities south of San Fernando Place and north of Pacific Beach Drive. City Development Services staff shall review the contract/plans to ensure that these measures have been included.

4) NOISE

Residents adjacent to the boardwalk would be subject to temporary noise impacts during boardwalk construction and to impacts during regularly scheduled mechanized sweeping of the boardwalk.

Mitigation Measures

a) Short-Term Construction Measure

Partial mitigation of short-term construction noise impacts associated with demolition and sand-blasting phases for the proposed eastern boardwalk widening, would be achieved by installing temporary noise abatement barrier between the pavement breaker, jackhammer and/or sand-blaster and adjacent commercial and/or residential buildings. The noise barrier could be constructed from such materials as eight-foot high, one-half inch thick plywood panels. The amount of noise reduction would vary depending on the distance and height relationship between the noise source (construction equipment), the barrier, and the receptor (persons inside adjacent buildings). However, construction noise levels would be attenuated by approximately 5-10 dB with a noise barrier.

b) Long-Term Maintenance/Operations Measure

To reduce noise impacts associated with the mechanized sweeper routinely used to clean the boardwalk, it is recommended that the sweeper operate between the hours of 7 a.m. and 10 p.m. (given boardwalk use patterns, it is anticipated that sweeping would actually occur between 7 a.m. and 10 p.m.). Although general noise limits in the ordinance would still be exceeded by approximately 2 dB, any adverse effects on listeners/receptors would be minimized as the ambient noise level during these hours (including aircraft noise) is higher.

To strictly comply with the noise limits specified in the City ordinance, an alternative method of boardwalk sweeping/cleaning such as manual removal of sand and debris would be required.