



THE CITY OF SAN DIEGO

DATE OF NOTICE: June 11, 2021

# NOTICE OF AVAILABILITY DRAFT MITIGATED NEGATIVE DECLARATION

DEVELOPMENT SERVICES DEPARTMENT

SAP No.: S-00951.02.06

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The City of San Diego (City), as Lead Agency, has prepared a draft Mitigated Negative Declaration for the following proposed project and is inviting your comments regarding the adequacy of the document. The draft Mitigated Negative Declaration and associated technical appendices have been placed on the City's California Environmental Quality Act (CEQA) web-site at <http://www.sandiego.gov/ceqa/draft>.

**HOW TO SUBMIT COMMENTS:** Comments on this draft Mitigated Negative Declaration must be received by **July 12, 2021** to be included in the final document considered by the decision-making authorities. When submitting comments, please reference the project name and number (Coastal Rail Trail SDP / 644885). The City requests that all comments be provided electronically via email at: [DSDEAS@SanDiego.gov](mailto:DSDEAS@SanDiego.gov). However, if a hard copy submittal is necessary, it may be submitted to: **Sara Osborn, City of San Diego Development Services Center, 1222 First Avenue, MS 501, San Diego, CA 92101.**

## GENERAL PROJECT INFORMATION:

- Project Name: COASTAL RAIL TRAIL SDP
- Project No. 644885
- SCH No. N/A
- Community Plan Area: University and La Jolla
- Council District: 1

**PROJECT DESCRIPTION:** The City of San Diego (City) proposes to construct the an approximately 1.8 mile long segment of the Coastal Rail Trail bicycle facilities located on Gilman Drive between the University of California, San Diego (UCSD) campus and the Rose Canyon Bikeway within both the La Jolla and University Community Planning Areas (USGS 7.5' Topographic Quadrangle: La Jolla). It is approximately 1.8-miles long, and represents Segment 9 of the CRT Project Study Report. Natural open space is present on steep, eroded slopes (15% to 45%), and in a drainage that parallels Gilman Drive from Via Alicante to the I-5 freeway (at the base of the slope along the east side of the roadway). The site is located within and adjacent to the Multi-Habitat Planning Area (MHPA) of the City of San Diego's Multiple Species Conservation Program (MSCP) Subarea Plan.

The proposed project includes a one-way protected cycle track on each side of Gilman Drive and a continuous sidewalk on the west side of Gilman Drive over a project distance of approximately 8,800 linear feet. The cycle track will be separated from vehicular traffic by a raised median, striping, flexible posts, on-street parking, or other physical barrier. To accommodate the cycle tracks, the project would include roadway widenings on the west side of Gilman Drive from Villa La Jolla Drive southerly to an existing private driveway (an approximate distance of 3,000 linear feet). Roadway widenings would occur on the east side of Gilman Drive from Via Alicante to the Interstate 5 (I-5) southbound off-ramp (an approximate distance of 4,500 linear feet) along with construction of a 2-foot recovery slope adjacent to the cycle track along portions of the natural area from Via Alicante to I-5. In addition to roadway

widening, the project includes roadway re-striping, street lighting, landscaping, retaining walls, drainage improvements, bus stop improvements and traffic signal modifications. The existing traffic signals at I-5, Via Alicante and Villa La Jolla Drive would be modified to work in conjunction with the proposed improvements.

Retaining walls would be required on the west side of Gilman Drive from just north of Villa La Jolla Drive to Via Alicante (an approximate distance of 1,054 LF) and from a point south of Via Alicante to a private driveway at La Jolla Hideaway private apartments (an approximate distance of 1,120 LF). The walls would range from heights between three and seven feet.

A new sidewalk would be constructed along the west side of Gilman Drive to connect existing sidewalk segments and create a continuous sidewalk along the entire west side. The sidewalks would be directly next to the proposed retaining walls. The sidewalks on the east side of Gilman Drive north of Via Alicante to La Jolla Village Drive would remain in place, and a new sidewalk would not be constructed on the east side of Gilman Drive south of Via Alicante.

Parallel parking would be protected along both sides of Gilman Drive most of the length between the La Jolla Village Drive ramps and Villa La Jolla Drive, and on the east side, south to Via Alicante. Additional parallel parking would be provided along the west side near the existing apartments and private driveways along the southern portion of the project. The parking spaces would be part of the buffer between the cycle track and vehicular traffic. In these areas, the raised buffer would not be constructed, rather, the cycle track and parking would be separated by a striped buffer.

Street lighting would be provided along Gilman Drive along the length of the project. The lighting would be installed per City of San Diego street lighting standards, with light standards on both sides of the street at 300-foot intervals. The lighting would be fully shielded to not shine in adjacent houses or open space areas, and would conform to dark sky glare reduction standards as well.

Existing storm drains within open space are undersized and have failed causing erosion. The storm drains are subject to improvements and will include the construction of: curb and gutters, curb inlets, cleanouts, storm drains, and brow ditches in order to comply with the City's Region MS4 Permit, and the City of San Diego's Storm Water Standards BMP Design Manual dated 2018 at the preparation of this report.

A raised curb buffer would be placed on either side of the bus stop passenger waiting area. The bus stops on the west (southbound) side of Gilman Drive would remain at the sidewalk, and busses would pull into the cycle track area to pick up passengers.

Green paint and striping would highlight the cycle track at intersections and bus stops. Raised buffers also would be constructed on either side of driveway intersections where the cycle track is separated from driving lanes by painted stripes. The traffic signals at Villa La Jolla would be shifted to accommodate the project, and a new traffic signal would be added at La Jolla Village Drive.

Acquisition of additional roadway right-of-way (ROW) is required from several parcels east of Gilman Drive, south of Via Alicante, and temporary construction easements are required for several parcels for slope grading and retaining wall construction. The site is not included on any Government Code listing of hazardous waste sites.

**APPLICANT:** City of San Diego - Engineering and Capital Projects Department

**RECOMMENDED FINDING:** The draft Mitigated Negative Declaration determined the proposed project would result in significant environmental effects in the following areas: **BIOLOGICAL RESOURCES, CULTURAL RESOURCES (ARCHAEOLOGY), AND TRIBAL CULTURAL RESOURCES.**

**AVAILABILITY IN ALTERNATIVE FORMAT:** To request this Notice, the draft Mitigated Negative Declaration, and/or supporting documents in alternative format, please email the Development Services Department at [DSDEASNoticing@sandiego.gov](mailto:DSDEASNoticing@sandiego.gov). Your request should include the suggested recommended format that will assist with the review of documents.

**ADDITIONAL INFORMATION:** For environmental review information, contact Sara Osborn at (619) 446-5381. For information regarding public meetings/hearings on this project, contact Development Project Manager, Catherine

Rom, at (619) 446-5277. This Notice was published in the SAN DIEGO DAILY TRANSCRIPT and distributed on June 11, 2021.

Raynard Abalos  
Deputy Director  
Development Services Department