



REPORT to the MAYOR and MEMBERS of the CITY COUNCIL
From the CITY MANAGER

DATE: November 26, 2013

SUBJECT: Resolution Approving the Project Scope of Work and Plan for Proceeding to the Bidding Phase, Authorizing the Use of Parking District Funds for Maintenance, and Adopting the Mitigated Negative Declaration for the Downtown Village Streetscape Improvement Project

ISSUING DEPARTMENT: Public Works/Community Development

SUMMARY:

Issues:

Should the City of La Mesa:

1. Approve the scope of work and plan for proceeding to bidding;
2. Authorize the use of Parking District Funds for project maintenance; and
3. Adopt the Mitigated Negative Declaration

For the Downtown Village Streetscape Improvement Project?

Recommendation:

1. Approve the scope of work and plan for proceeding to bidding;
2. Authorize the use of Parking District Funds for project maintenance; and
3. Adopt the Mitigated Negative Declaration

For the Downtown Village Streetscape Improvement Project.

Fiscal Impact:

Planned funding sources for the project are:

- TransNet
- Parking District
- Transit Development Administration
- Highway Users Tax Account

The total available funding is approximately \$6M. No general fund money will be used.

Environmental Review:

After conducting an initial study in compliance with the California Environmental Quality Act (CEQA), staff has concluded that the project will not have an adverse impact on the environment due to mitigation measures which reduce potential impacts to below a level of significance. Therefore, a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program have been prepared for the Council's approval, shown in Attachment C.

City's Strategic Goals

- Revitalize neighborhoods and corridors

BACKGROUND:

The City of La Mesa initiated the Downtown Village Streetscape Improvement Project to revitalize the downtown village area, to enhance its sense of place as a central business district, and to improve public safety.

In 2008, the Council authorized the expenditure of \$300,000 from the Downtown Parking Fund to pay for professional services to prepare design and engineering plans for the Project. In January 2009, the Council approved an agreement with RBF Consulting to prepare the plans following a request for qualifications process. In April 2009, the Council authorized the use of American Recovery and Reinvestment Act funds in an amount of \$991,000 to fund a portion of the project construction.

Two public workshops were held on April 22, 2009 and June 29, 2009 at the Community Center to gather feedback on concept plans from stakeholders. The meetings were well-attended, with over 100 people providing meaningful input. The overall consensus at the workshops was that there was significant support for the project. Workshop results and the concept plans were posted on the project page on the City's web site www.cityoflamesa.com/downtownvillage.

Following the workshops, concept plans, construction phasing plans, an informational brochure, and design plans were prepared for the project. Over the past year staff has held some 30 meetings with stakeholders to review the construction phasing and gather input.

DISCUSSION:

Scope of Work

The first phase of the project design involved the preparation of the concept plans. The concept plan area included La Mesa Boulevard from its westerly intersection of University Avenue to its easterly intersection of University Avenue, Palm Avenue, Spring Street frontage, Lemon Avenue frontage and the side streets along La Mesa Boulevard. After the concept plans were completed, the engineer then prepared final design plans suitable for construction bidding purposes. The final plan area is a subset of the concept plan area and included La Mesa Boulevard from Acacia Avenue to 4th Street, Palm Avenue, Spring Street frontage, Lemon Avenue frontage and the side streets along La Mesa Boulevard.

Included with the final plans was an engineer's estimate of the construction cost. The most recent cost estimate for the final plan area was \$5.8M which exceeded the project budget target of \$5M. Therefore, staff is recommending that the scope of work for the construction be reduced in order to stay within the \$5M budget target. The following areas are proposed to be part of a future phase of construction:

- Lemon Avenue north side frontage improvements from Spring Street to 4th Street
Estimated cost: \$200,000
- Spring Street east side frontage improvements from the alley north of La Mesa Boulevard to Lemon Avenue
Estimated cost: \$200,000

- Palm Avenue, 3rd Street and 4th Street from the alley south of La Mesa Boulevard to Lemon Avenue
Estimated cost: \$200,000

The changes to Palm Avenue, 3rd Street and 4th Street would be consistent with the scope of work proposed for Acacia Avenue and Date Avenue on the west side of La Mesa Boulevard. The work proposed on Lemon Avenue and Spring Street is on the outer limits of the project boundary. Additional cost savings are expected from revisions to the curb design and road re-construction and further described below.

During the design process core samples were taken of the pavement to determine its thickness and the thickness of the pavement sub base. It was discovered that there is a layer of cement concrete beneath the asphalt paving throughout much of La Mesa Boulevard. The presence of cement concrete has both pros and cons. The cons are that digging through the concrete is more difficult than conventional roadway base materials which can make reconstructing roads and placing utilities a challenge. The pros are that concrete makes an excellent roadway base and that as long as there are no conflicts with it, it can be reused, reducing the need to completely re-construct the road section which should save construction time and money.

Another issue discovered during the design process was the presence of an AT&T conduit package consisting of some 36 conduits, in a 6 conduit wide by 6 conduit tall grid, running near the curb line along the south side of most of La Mesa Boulevard. The conceptual locations for the street lights and trees resulted in many conflicts with the AT&T conduit package. In conversations with AT&T, it was determined that relocation of these conduits was not practical.

The presence of the concrete road base and the AT&T conduits had to be taken into consideration during the final design process. Additionally, existing awnings protruding from buildings were also potential conflicts for trees and street lights. These complications required some modifications to the final design.

The concept design included a saw tooth bulb out feature at the connection between a parking space and the sidewalk. The bulb out was proposed to contain street lights, trees, and parking meters, allowing more clear space on the sidewalk. The presence of the concrete road base and the AT&T conduit resulted in significant conflicts with the proposed bulb outs and improvements, to the point where it was determined that the bulb out design would not be feasible and that a less complex curb design would avoid conflicts and be more cost effective without compromising the project design goals. A straight curb design worked for street lights but created other conflicts for trees particularly with existing building awnings. The recommended design solution for the trees is to enhance tree planting within the intersection bulb outs. This will be accomplished by planting two trees within each bulb out along La Mesa Boulevard.

Perhaps no feature can enhance a street more than a tree. Street trees make a street more aesthetically pleasing, slow traffic, provide shade, improve walkability, reduce stormwater pollution, provide a buffer and enhance sense of place. Growing healthy trees in the Downtown Village has been a challenge. La Mesa is 'blessed' with hard soil and a lot of

rock (affectionately known as La Mesa cobble). The trees that have survived in the village tend to have invasive, shallow roots that do not get along well with concrete sidewalks or buildings.

In an effort to insure successful new tree growth, the proposed design will incorporate enhanced, subsurface tree root development areas. This will be accomplished by bringing in select top soil and placing it beneath the planting area and the sidewalk areas. These enhanced planting areas will also assist with complying with stormwater treatment requirements. In order to obtain sufficient space for successful tree growth, trees will need to be located within bulb outs that are located at the intersections. Most intersection bulb outs should have sufficient, conflict free space for two trees at each side of the intersection on La Mesa Boulevard.

Tree species will be selected based on input from West Coast Arborists La Mesa's tree maintenance contractor as well as the tree maintenance contractor for many other southern California agencies. West Coast Arborists has significant experience with site specific tree selection. The trees on La Mesa Boulevard are planned to be evergreen, low root damage potential, drought tolerant, and have a tendency to grow vertically when young so that the tree crown can climb above building awnings and storefronts.

Potential species for La Mesa Boulevard may include: Brisbane Box (*Tristania Conferta*), Cork Oak (*Quercus suber*), True Green Chinese Elm (*Ulmus parvifolia*), and Australian Willow (*Geijera parviflora*). Species for Palm Avenue will be Mexican Fan Palm (*Washingtonia Robusta*). Species for the sides streets will be slightly more ornamental in nature and may include: Chinese Pistache (*Pistacia chinensis*) and Crape Myrtle (*Lagerstroemia*). Exact tree species will not be selected until the time comes to plant the trees and will be dependent on species availability.

Because of the conflicts described previously and the desire to ensure healthy tree growth, the only viable way to include more frequent tree locations along the mid blocks of La Mesa Boulevard would be to lose parking spaces. Removal of parking for mid block trees is not proposed at this time to meet one of the project goals of supporting a vital downtown commercial district. Because of the relatively short block length and the anticipated presence of two healthy trees at each intersection, the proposed tree layout will be effective at creating a successful urban streetscape environment when combined with the vertical elements provided with new street lights and enhanced gateway elements. Tree sizes at intersections will be increased.

No other landscaping is planned on the project at this time other than street trees. There are opportunities for future landscaping within the intersection bulb outs in between the trees. Future landscaping could include low level shrubs. These potential landscape areas will have irrigation stub outs and be finished with brick pavers at this time. In addition, the irrigation system will have quick couplers that would allow hand watering of landscaping such as flower baskets if they were added in the future.

Currently, power for special events such as Oktoberfest and string lighting is primarily provided by private sources, not City facilities. The proposed final design includes new City facilities for special event power. The event power will be used for irrigation controllers, gateway string lights, electrical receptacles near new trees, electrical receptacles located

within new street lights, side street junction boxes, and the Lookout Centennial Legacy project.

To provide the event power two new electrical transformers will be installed in the Third Street municipal parking lot and the Acacia Avenue municipal parking lot. New conduit and new cable will be run beneath the sidewalks to the facilities listed above. The most expensive aspect of the event power will be the electrical cable. Because the cable must be sized for the maximum expected load and because of the distance required to transmit that load, a large diameter cable is required. The cost estimate for the event power as designed is \$600,000 for the project with the majority of that cost being for the electrical cable.

If the City Council approves of the scope of work as described above, the design team will then prepare the project for bidding.

Improvement Maintenance

Since the improvements proposed with the project would be located within the public right of way, their maintenance responsibility would be with the Department of Public Works consistent with all other right of way maintenance in the City. The Department maintains City infrastructure through a combination of outsourced services and in house staff and it is expected that this arrangement would work for these improvements as well. Additional resources above those currently available would be necessary in order to properly maintain this infrastructure and protect this large scale capital investment by the City.

The estimated annual maintenance cost for the additional improvements being proposed with the project is \$50,000. It has not yet been determined how this increase in required maintenance is to be paid. One possible option that has been discussed recently would be for the City to pay for this maintenance using La Mesa Parking District funds. If the City Council provides direction to use Parking District funds, staff would then proceed with the logistics required to implement the required maintenance and make adjustments to future budgets after project completion.

Mitigated Negative Declaration

As part of the application process to fund streetscape improvements, a Mitigated Negative Declaration was prepared in compliance with CEQA. The Mitigated Negative Declaration states:

The City of La Mesa is embarking on a streetscape improvement project to enhance the City's public right-of-way. The current streetscape improvements in the Downtown Village area date to the early 1980's. Sidewalks have deteriorated over the years and do not meet current accessibility standards. The project consists of modifications to streets, sidewalks, lighting and landscaping in the downtown area of La Mesa, commonly known as the La Mesa "Village".

A Mitigation Monitoring and Reporting Program is required to reduce potential noise impacts to below a level of significance. Specific mitigation measures are described in Exhibit E of Attachment C. The draft Mitigated Negative Declaration was circulated for public comment from February 16, 2012 to March 19, 2012 and was posted on the City's website.

Project Schedule and Construction Phasing

Staff has been preparing plans for which block construction will start on (sequencing) and how the work will proceed within each block (phasing). The contractor will be required to use two crews and start work simultaneously on either side of Spring Street. The sequencing of block progression for construction will be driven primarily by the need to provide street lighting. Street lighting is necessary for convenience, security and safety. The contractor will be required to maintain lighting at night using existing, new or temporary lights. Once the contractor provides a schedule and the notice to proceed for the construction contract is awarded, staff will have a good idea of where and when work will start and can then communicate that information to stakeholders.

Staff is recommending that monetary incentives be included in the contract for finishing work within a block ahead of schedule. Each block will have a sequence number and a pre-established number of calendar days to complete work within that block. If the contractor finishes a block in fewer days than the schedule allows, they would then get a bonus credit for that particular block. If the contractor does not finish a block within the allotted number of days, they would receive deductions for the number of days that they are late. At the end of the project, if the number of credit days is greater than the number of deductions, then the contractor would receive a bonus. The maximum recommended bonus is three percent of the contract base bid price. Traditional liquidated damage provisions will also be included for delays in project completion that are not justified.

The original concept construction phasing plan for each block was to saw cut the sidewalk five feet away from the face of each building to leave access to businesses. This existing sidewalk segment was to be left in place until the end of work on the block. The work zone was to be protected with screened construction fencing five feet from the building to the roadway centerline. Now that the scope of work for the road improvements has been modified, it will not be necessary to fence off as much area or use fence screening. Additionally, after consulting with other agencies that recently undertook downtown construction projects, the project design team has come up with an improved phasing plan.

Rather than leaving a sidewalk segment, the entire sidewalk will be removed in front of a building. Industrial, rubber mats will be connected together and installed in place of the sidewalk along the building frontage. The mats will allow for smooth transitions over uneven surfaces. These mats will provide a pedestrian friendly, traversable, temporary surface until the new sidewalk is poured. When the time comes to pour new sidewalk it will be much easier to remove these mats than it would be to demo a concrete sidewalk. This will speed up the construction process.

The construction fencing providing the buffer between the pedestrian pathway where the mats will be and work zone will not have a fabric screen and therefore will be able to be seen through. The barrier on the street centerline of the work zone will be delineators, plastic K-rail or an equivalent. These barriers will allow visibility of businesses from cars and pedestrians passing by on the other side of the street from the work zone. This will also reduce the need to place business specific signage because all businesses will be visible.

Contractor Prequalification

In an effort to insure that all contractors bidding the job were sufficiently qualified to do the work, the City publicly advertised contractor prequalification applications. The standard bid advertising outlets were used to request qualification submittals. The application requested information on contractor experience, bonding capability, work force, safety record and other items. A total of 13 contractors submitted qualifications and after review 9 contractors were approved for bidding.

CONCLUSION:

Staff recommends that the Council adopt the attached resolution which would do the following:

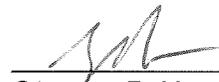
1. Approve the Downtown Village Streetscape Improvement Project scope of work as described in the staff report.
2. Authorize Parking District funds of \$50,000 per year for public works infrastructure maintenance related work within the Parking District.
3. Approve the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the project based on a finding that the proposed project could not have a significant effect on the environment provided that mitigation measures are implemented to reduce potential impacts to below a level of significance.

Reviewed by:



David E. Witt
City Manager

Respectfully submitted by:



Gregory P. Humora
Director of Public Works/City Engineer

Attachments:

- A. Resolution
- B. Map of Program Area
- C. Final Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP)
- D. Responses to Comments

RESOLUTION NO. 2013-

RESOLUTION APPROVING THE PROJECT SCOPE OF WORK AND PLAN FOR PROCEEDING TO THE BIDDING PHASE, AUTHORIZING THE USE OF PARKING DISTRICT FUNDS FOR MAINTENANCE, AND ADOPTING THE MITIGATED NEGATIVE DECLARATION FOR THE DOWNTOWN VILLAGE STREETScape IMPROVEMENT PROJECT

WHEREAS, the City of La Mesa initiated the Downtown Village Streetscape Improvement Project to revitalize the downtown village area, to enhance its sense of place as a central business district, and to improve public safety;

WHEREAS, the Council authorized the expenditure of \$300,000 from the Downtown Parking Fund to pay for professional services to prepare design and engineering plans for the Project;

WHEREAS, two public workshops were held at the Community Center to gather feedback on concept plans from stakeholders;

WHEREAS, final design plans and a construction cost estimate were developed based on the construction plans; and

WHEREAS, the City has completed an initial environmental study for this proposal. It has been determined that this proposal does not have the potential to create significant adverse impacts to the environment under the California Environmental Quality Act (CEQA) due to mitigation measures which reduce potential impacts to below a level of significance. Therefore a Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP) were prepared for public review and comment to fulfill the requirements of CEQA.

NOW THEREFORE, BE IT AND IT IS HEREBY RESOLVED by the City Council of the City of La Mesa, California, that the City Council finds and determines as follows:

1. That the scope of work for the Downtown Village Streetscape Improvement Project as described in the staff report and shown on Attachment B is approved for proceeding to bid advertising.
2. Funds from the Downtown Parking District, in the amount of \$50,000 per year, are authorized to be used for infrastructure maintenance within the District.
3. That the City Council has considered the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program together with comments received during the public review process and, on the basis of the whole record of the CEQA proceeding, finds that there is no substantial evidence that the project will have a significant effect on the environment.
4. The Mitigated Negative Declaration reflects the City Council's independent judgment and analysis.

5. The records of the CEQA proceedings upon which this decision is based shall be kept at the City of La Mesa's offices located at 8130 Allison Avenue, La Mesa, CA 91942 and the custodian of such records shall be the City Clerk.
6. That the City Council approves the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the proposed project.

PASSED AND ADOPTED at a Regular meeting of the City Council of the City of La Mesa, California, held the 26th day of November 2013, by the following vote, to wit:

AYES:

NOES:

ABSENT:

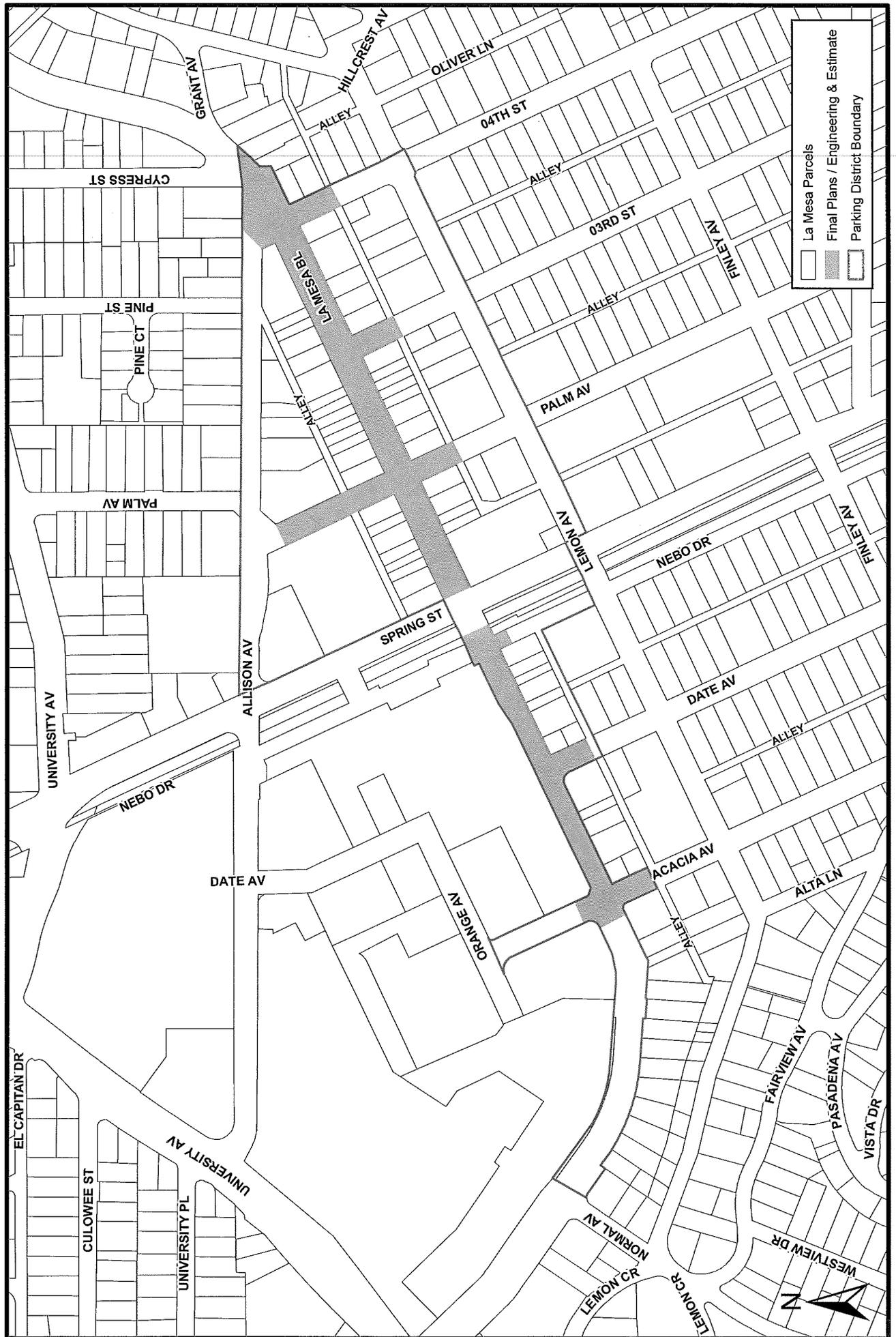
CERTIFICATE OF CITY CLERK

I, MARY J. KENNEDY, City Clerk of the City of La Mesa, California, do hereby certify the foregoing to be a true and exact copy of Resolution No. 2013-___, duly passed and adopted by the City Council of said City on the 26th of November, 2013 and by the vote therein recited.

MARY J. KENNEDY, CMC, City Clerk

(SEAL OF CITY)

**MAP OF PROGRAM AREA - REVISED NOVEMBER 2013
DOWNTOWN STREETSCAPE IMPROVEMENT PROJECT**



**CITY OF LA MESA
COMMUNITY DEVELOPMENT DEPARTMENT
DRAFT MITIGATED NEGATIVE DECLARATION**

Project Title: La Mesa Downtown Village Streetscape Improvement Project

Lead Agency Name and Address: City of La Mesa
Community Development Department
8130 Allison Avenue, La Mesa, CA 91942

Contact Person and Phone Number: Chris Jacobs, Senior Planner
619-667-1188
City of La Mesa

Project Location: Public right-of-way, generally along La Mesa Boulevard
between Acacia Avenue and 4th Avenue

Applicant Name and Address: City of La Mesa
Community Development Department
8130 Allison Avenue
La Mesa, CA 91942

La Mesa General Plan
Land Use Designation: Transportation Right-of-Way

Zoning: Downtown Commercial/Urban Design Overlay Zone

Assessor Parcel Numbers: N/A

Project Description:

The City of La Mesa is embarking on a streetscape improvement project to enhance the City's public right-of-way. The current streetscape improvements in the Downtown Village area date to the early 1980's. Sidewalks have deteriorated over the years and do not meet current accessibility standards. The project consists of modifications to streets, sidewalks, lighting and landscaping in the downtown area of La Mesa, commonly known as the La Mesa "Village," and will most likely be constructed in phases as funding becomes available. Public right of way improvements are planned within the following areas:

On the west side of Spring Street:

La Mesa Boulevard from Spring Street to Acacia Avenue;
Nebo Drive from La Mesa Boulevard to approximately 50 feet to the southeast;
Date Avenue from La Mesa Boulevard to the alley northwest of Lemon Avenue;
and
Acacia Avenue from La Mesa Boulevard to the alley northwest of Lemon Avenue.

On the east side of Spring Street:

La Mesa Boulevard from Spring Street to 4th Street;

Palm Avenue from Allison Avenue to Lemon Avenue;

3rd Street from La Mesa Boulevard to Lemon Avenue;

4th Street from La Mesa Boulevard to Lemon Avenue; and

North side of Lemon Avenue (sidewalk and curb) between 4th Street and Spring Street.

The east side of Spring Street from the alley northeast of La Mesa Boulevard to the north side of Lemon Avenue is also proposed for sidewalk and curb improvements.

The City of La Mesa was incorporated in 1912, and some of the buildings in the Downtown Village along La Mesa Boulevard date from the late 1800s and early twentieth century. These structures are not proposed to be altered within the streetscape improvement project area. The focus of the project is to upgrade street and sidewalk areas to improve public access and mobility to adjacent retail establishments. In addition to new curb, gutter, sidewalks, pedestrian ramps and crosswalk enhancements at intersections, the project will feature new landscaping and street lighting for good aesthetics and improved pedestrian safety. Sidewalk bulb-outs are proposed in pedestrian-use areas and to reduce pedestrian exposure at intersection crossings at several intersections from Acacia Avenue to 4th Street along La Mesa Boulevard.

Bollards will be installed adjacent to certain intersections within the public right-of-way for public safety. The project includes the potential for community signage which would span across the width of a street to identify the Downtown Village as a destination. Street light poles with brackets for banners and festoon lighting at intersections are proposed within the right of way to advertise seasonal events.

Bulb outs will be installed at intersections to house tree wells, street lights, street furniture, facilities, and as buffers between parked vehicles and crosswalks. Existing diagonal parking along La Mesa Boulevard will be refurbished with new paving, striping, and bulb outs to reduce the potential for vehicular and pedestrian conflicts. The existing traffic signal at La Mesa Boulevard and Spring Street will be upgraded. Once new pavement work is completed, traffic signs and striping will be installed to complete the street improvements.

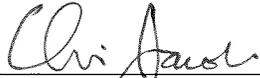
Traffic, pedestrian access and bicycle access will be affected during construction; however, sidewalks and access to all local businesses will remain open throughout all phases of construction. Construction will be done in block by block phases so that no more than one continuous block will be affected during business hours. Parking on one side of the street will be available at all times, and traffic will continue to flow although it may be one-way in the construction zone. Municipal parking lots and on-street parking elsewhere will remain

available. Construction is anticipated to commence in 2014, lasting approximately 24 months.

This project requires approval by the City of La Mesa City Council. City of La Mesa Case File Number: Council Report CR-11-06.

COMMUNITY DEVELOPMENT DEPARTMENT DETERMINATION:

On the basis of the initial environmental study prepared for the proposal, it has been determined that the proposed project would not have an adverse effect on the environment due to mitigation measures which reduce potential impacts to below a level of significance.



11-20-13

Chris Jacobs, Senior Planner
Community Development Department
City of La Mesa

Date

Mitigated Negative Declaration

La Mesa Downtown Village Streetscape Improvement Project

City of La Mesa, County of San Diego, CA

Prepared by City of La Mesa as Lead Agency

8130 Allison Avenue

La Mesa, CA 91941

619-667-1188

Contact: Chris Jacobs, AICP

November 20, 2013

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Mitigated Negative DeclarationMND-1

Environmental Initial Study.....IS-1

Exhibit A. Regional Location.

Exhibit B. City of La Mesa boundary map.

Exhibit C. Aerial and photographs of existing conditions.

Exhibit D. Proposed project limits.

Exhibit E. Mitigation Monitoring and Report Program.

Exhibit F. La Mesa Downtown Streetscape Master (concept) Plan.

Appendices (under separate cover)

A. Air Quality and Greenhouse Gas Emissions CEQA Technical Memorandum and General Conformity Assessment (ICF International).

B. Mobility Assessment (RBF Consulting, October 2011).

C. La Mesa Downtown Village Streetscape Improvement Plans.

Initial Study
La Mesa Downtown Village Streetscape Improvement Project
City of La Mesa

Project Title:	La Mesa Downtown Village Streetscape Improvement Project
Lead Agency Name and Address:	City of La Mesa Community Development Department 8130 Allison Avenue, La Mesa, CA 91942
Lead Agency Contact Person and Phone Number:	Chris Jacobs, Senior Planner, 619-667-1188
Project Location: (Address and/or general location description)	La Mesa Boulevard between Acacia Avenue and 4 th Avenue La Mesa, CA 91942 County of San Diego
Applicant's Name and Address:	City of La Mesa, Community Development Department 8130 Allison Avenue, La Mesa, CA 91942
General Plan Land Use Designation	Transportation Right-of-Way
Zoning	Downtown Commercial/Urban Design Overlay Zone (CD-D)
Assessor Parcel Number	N/A
Project Description	<p>The City of La Mesa is embarking on a streetscape improvement project to enhance the City's public right-of-way. The current streetscape improvements in the Downtown Village area date to the early 1980's. Sidewalks have deteriorated over the years and do not meet current accessibility standards. The project consists of modifications to streets, sidewalks, lighting and landscaping in the downtown area of La Mesa, commonly known as the La Mesa "Village," and will most likely be constructed in phases as funding becomes available. Public right of way improvements are planned within the following areas:</p> <p><u>On the west side of Spring Street:</u> La Mesa Boulevard from Spring Street to Acacia Avenue; Nebo Drive from La Mesa Boulevard to approximately 50 feet to the southeast; Date Avenue from La Mesa Boulevard to the alley northwest of Lemon Avenue; and Acacia Avenue from La Mesa Boulevard to the alley northwest of Lemon Avenue.</p> <p><u>On the east side of Spring Street:</u> La Mesa Boulevard from Spring Street to 4th Street; Palm Avenue from Allison Avenue to Lemon Avenue; 3rd Street from La Mesa Boulevard to Lemon Avenue; 4th Street from La Mesa Boulevard to Lemon Avenue; and North side of Lemon Avenue (sidewalk and curb) between 4th Street and Spring Street.</p> <p>The east side of Spring Street from the alley northeast of La Mesa Boulevard to the north side of Lemon Avenue is also proposed for sidewalk and curb improvements. Exhibit F shows the streetscape project concept plans with details of the design proposal.</p> <p>The City of La Mesa was incorporated in 1912, and some of the buildings in the Downtown Village along La Mesa Boulevard date from the late 1800s and early twentieth century. These structures are not proposed to be altered within the streetscape improvement project area. The focus of the project is to upgrade</p>

<p>Project Description, cont.</p>	<p>street and sidewalk areas to improve public access and mobility to adjacent retail establishments. In addition to new curb, gutter, sidewalks, pedestrian ramps and crosswalk enhancements at intersections, the project will feature new landscaping and street lighting for good aesthetics and improved pedestrian safety.</p> <p>Bollards will be installed adjacent to certain intersections within the public right-of-way for public safety. The project includes the potential for community signage which would span across the width of a street to identify the Downtown Village as a destination. Street light poles with brackets for banners and festoon lighting at intersections are proposed within the right of way to advertise seasonal events.</p> <p>Streetscape improvements will also enhance existing opportunities for sidewalk cafes and encourage slower traffic speeds along La Mesa Boulevard. Existing diagonal parking along La Mesa Boulevard will be refurbished with new paving and striping to reduce the potential for vehicular and pedestrian conflicts. The existing traffic signal at La Mesa Boulevard and Spring Street will be upgraded. Once new pavement work is completed, traffic signs and striping will be installed to complete the street improvements.</p> <p>Traffic, pedestrian access and bicycle access will be affected during construction; however, sidewalks and access to all local businesses will remain open throughout all phases of construction. Construction will be done in block by block phases so that no more than one continuous block will be affected during business hours. Parking on one side of the street will be available at all times, and traffic will continue to flow although it may be one-way in the construction zone. Municipal parking lots and on-street parking elsewhere will remain available. Construction is anticipated to commence in 2014, lasting approximately 24 months.</p>
<p>Surrounding Land Uses:</p>	<p>North: Commercial, residential, and public parking lot uses. South: Commercial and residential uses. East: Commercial and residential uses. West: Commercial, residential, and public parking lot uses.</p>

<p>Site Features and Setting:</p>	<p>The City of La Mesa is located adjacent to the eastern boundary of the City of San Diego along both sides of the I-8, and 14 miles inland from the Pacific Ocean (Exhibits A and B).</p>
	<p>The small downtown commercial district serves as the symbolic center of La Mesa and is an adjacent mainstay to the residential uses surrounding it, including the Date Avenue historic district to the southwest. It is located a few blocks south of Interstate 8, and several blocks west of the State Route 125. La Mesa Boulevard is the main east/west thoroughfare that represents the Village commercial area.</p> <p>The streetscape improvement project covers several blocks of the small downtown commercial district and is outlined by the following roadways. La Mesa Boulevard, extending east/west about 125 feet past the intersection of Acacia Avenue to the west and 125 feet past the intersection of Fourth Street to the east, is the principal section of the project. Lemon Avenue, spanning east/west from the intersection of Spring Street to the west and the intersection of Fourth Street to the east, is the southernmost portion of the project area. Acacia Avenue, Date Avenue, and Nebo Drive, all extending north/south from the intersection of La Mesa Boulevard in the north to the alley just south of La Mesa Boulevard, are the shortest portions of the project. Farther east in the project area, Spring Street spans north/south to the alleyway just north of La Mesa Boulevard and to Lemon Avenue in the south, and Palm Avenue extends to roughly the southern curb line of Allison Avenue in the north and the northern curb line of Lemon Avenue in the south. Third and Fourth Streets, in the project area, span north/south from the intersection of La Mesa Boulevard in the north to about 75 feet past the intersection of Lemon Avenue in the south. Exhibit C is an aerial of the project area showing existing conditions, and Exhibit D depicts the project limits as just described.</p> <p>The breadth of La Mesa Boulevard contains some of the more prominent existing streetscape features in the project area, including earth tone tile, brick, and concrete sidewalks and crosswalks, outdoor sidewalk café seating with handrail demarcations, street and sidewalk tree wells and planters, decorative pavement, public art on utility boxes, bike racks, and parking meters. The La Mesa Boulevard neighborhood also contains the bulk of significant and historical landmarks in the project area, including the La Mesa transit station, the La Mesa Train Depot Museum, and the Helen and Bill Givens Memorial - all near the intersection of Spring Street – as well as a historical landmark in the City: the post office at the corner of Fourth Street, now a commercial space.</p> <p>Palm Avenue, the longest of the north/south running roadways in the project area, contains most of the same streetscape elements as La Mesa Boulevard, housing the largest of the existing sidewalk cafes at the corner of La Mesa Boulevard. It is also near the Allison Avenue municipal parking lot at the northernmost</p>

	<p>part of the area and the Palm Avenue public parking lot just south of the alleyway.</p> <p>Third Street and Fourth Street in the project area have similar stone, brick and tile streetscape elements as La Mesa Boulevard as well as trees and sidewalk planters abutting the housing just south of the alleyway. Several leisure benches line the sidewalks of these streets as well.</p> <p>Acacia Avenue, Date Avenue, and Nebo Drive, consecutive roadways in the project area west of Spring Street, contain a variety of streetscapes as they abut residential uses toward the alleyway just south of La Mesa Boulevard. These include sidewalks with parkways, several kinds of shrubs and trees, and in some cases only dirt or large potted plants. The area encompasses professional office buildings, single-story commercial storefronts, and two mixed-used housing developments with ground floor retail spaces. The more salient of these two mixed-use developments sits at the corner of Spring Street and La Mesa Boulevard near the transit center, a five-story condominium with ground floor commercial and pedestrian friendly plazas.</p> <p>Spring Street, the central north/south running roadway in the project area, follows essentially the same streetscape design of Acacia Avenue, Date Avenue, and Nebo Drive, except that there is no pedestrian walkway on its west side adjacent to the transit center trolley tracks and the trolley crossing arms of La Mesa Boulevard and Allison Avenue.</p> <p>Lemon Avenue, the southernmost portion of the project area, is the most utilitarian of all the streets and avenues in the area, having portions of parkway filled with gravel concrete and little to no vegetation.</p>
<p>Other Agencies Whose Approval is Required:</p>	<p>N/A</p>



ENVIRONMENTAL INITIAL STUDY

The Environmental Review Checklist below is used by staff to evaluate whether a project has the potential to cause significant environmental impacts. The purpose of the checklist is to assist in the determination of whether an Environmental Impact Report (EIR) should be prepared for the project. If it is determined that no EIR is needed to identify potential environmental impacts from a project, a Negative Declaration will be adopted. A Negative Declaration does not mean that a project will have no effect; it is documentation that a project will not have the potential to cause "significant" environmental impacts that need a complete EIR to properly evaluate. Once the proper level of environmental analysis has been established utilizing the checklist below, the project itself will be evaluated based upon a separate analysis of compliance with ordinances, policies, standards, and required findings established for review of the project by the City.

Environmental Checklist

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
I. Aesthetics				
<i>Would the project:</i>				
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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

- a) The City of La Mesa's Urban Design Program has established specific "Panoramic Views" and "Vistas". A "Vista" is identified in the Urban Design Program where La Mesa Boulevard intersects with Allison Avenue. The project consists of improvements to existing public facilities in the Downtown area adjacent to existing private structures. Improvements to the City's streets and sidewalks are intended to have a positive aesthetic result due to replacement of deteriorated facilities with new improvements and new landscaping. Therefore, no adverse aesthetic impact would occur in regard to scenic vistas.
- b) There are no designated state scenic highways within the project area. The closest scenic highway in the local vicinity is California State Route 125, between California I-8 and California State Route 94 as designated by Caltrans, which is approximately .9 miles from the eastern edge of the project area. Implementation of the proposed project would have no impact on a state scenic highway.
- c) The proposed project will not substantially degrade the existing visual character or quality of the site and its surroundings. The proposed improvements are intended to have a beneficial aesthetic effect within the City's downtown Village area, as exemplified by recent street improvements along Allison Avenue adjacent to City Hall, the public library, and the La Mesa

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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Boulevard transit stop. New streetscape improvements would replace existing deteriorated facilities within the public right-of-way to enhance the visual quality of the Village. Therefore, no adverse aesthetic impact would occur.

d) The proposed project will create new sources of light because the project proposes to replace existing public lighting with new lighting. In addition, electrical power will be supplied within tree well areas to illuminate street trees during seasonal events. "Festoon" or string lighting is proposed across certain intersections including the intersection of La Mesa Boulevard and Acacia Avenue and across the intersection of La Mesa Boulevard and Allison Avenue. The new lighting is intended to illuminate the public right-of-way for both safety and for celebratory purposes, but is not intended to disturb La Mesa citizens. Preliminary plans call for three types of street lights with poles varying from approximately 21 feet in height to 13 feet in height. Brackets for street banners are proposed on all three street light types. Street lighting will be installed at the corners of intersections and at midblock locations. Street lighting will be shielded and oriented toward the public right of way as necessary to minimize glare on private property.

It is likely that night time construction would occur requiring temporary night time lighting. Night time construction would be of a short term duration, and any temporary lighting would be shielded and directed downward as a best management construction practice to minimize potential impacts to residents living in the surrounding neighborhood. The streetscape improvement project would not therefore create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. This impact would be less than significant.

II. Agriculture and Forest Resources				
<p><i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project::</i></p>				
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 12220(g) or timberland (as defined in Public Resources Code section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				
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Explanation: The City of La Mesa is comprised of urbanized and suburban neighborhoods designated primarily for transportation, residential, and commercial uses. There would be no conflict with zoning for agricultural use, and there are no farmland areas or sites that are designated for agricultural use in the City of La Mesa. There are no forests or timber resources in the vicinity. There are no nearby agricultural sites that could be converted due to the project. Therefore, no adverse agriculture and forest resources impact would occur.

III. Air Quality
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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Explanation:

- a) The Project site is in the San Diego Air Basin (SDAB), which is contiguous with San Diego County. The SDAPCD is required, pursuant to the federal and state Clean Air Acts, to reduce emissions of criteria pollutants for which the SDAB is in nonattainment. The SDAB is currently classified as a nonattainment area for the federal 8-hour ozone (O₃) standard and a maintenance area for federal carbon monoxide (CO). It is classified as a nonattainment area for state 8-hour O₃, and as a serious nonattainment area for state 1-hour O₃, particulate matter less than 2.5 microns (PM_{2.5}), and particulate matter less than 10 microns (PM₁₀) standards (SDAPCD 2010, EPA 2012).

All areas designated as nonattainment are required to prepare plans showing how the area would meet federal and state air quality standards by their attainment dates. The San Diego Regional Air Quality Strategy (RAQS) is the region’s plan for improving regional air quality while attaining state standards, and the State Implementation Plan (SIP) is the region’s plan for improving regional air quality while attaining federal standards.

Both the RAQS and SIP rely on information from the California Air Resources Board (CARB) and the San Diego Association of Governments (SANDAG), including projected growth in the County; and mobile area, and all other source emissions in order to project future emissions and determine from that the strategies necessary for the reduction of stationary source emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends, and land use plans developed by the region’s cities, county, and special districts. Projects that propose development that is consistent with the growth anticipated by the relevant planning documents that were used in the formulation of the RAQS and SIP would be consistent with the RAQS and SIP.

The Project consists of modifications to streets, sidewalks, and landscaping. The proposed Project is consistent with the adopted City of La Mesa General Plan Circulation Element’s Policy CE-1.1.18. The Project is also consistent with the Downtown Village Specific Plan, which states that vehicular access and parking to serve the Downtown Village should be convenient and efficient with an emphasis on the pedestrian. The Project will not result in any land use or zoning changes within the City and would not conflict with General Plan or zoning designations. Therefore, because the Project would be consistent with City of La Mesa zoning and its General Plan, which were used in the formulation of the RAQS and SIP, the Project is considered consistent with the RAQS and SIP. No impact would occur regarding implementation of air quality plans.

- b) Construction of the proposed Project would result in emissions as a result of ground disturbance, off-road construction vehicle exhaust, employee and asphalt/concrete delivery travel, and offgassing from paving activities. Emissions would vary from day to day depending on the level of activity, the specific type of construction activity, and, for fugitive dust, prevailing weather conditions.

Emissions were calculated using the California Emissions Estimator Model (CalEEMod), version 2011.1.1. Construction equipment would include two pavers, two backhoes, and one daily cement mixer truck. The Project area would consist of approximately 230,000 square-feet. For purposes of analysis, it was assumed that the entire Project area would be disturbed and paved.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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For purposes of analysis, it was assumed that Project construction would occur in two separate phases: one site preparation phase, to represent ground disturbance activities only; and a paving phase, which includes all offroad equipment, concrete truck trips, worker trips, and offgassing from pavement application. Concrete delivery trucks were assumed to be heavy-heavy duty diesel trucks (HHDT), while worker commute trips were assumed to be the default worker commute fleet mix within CalEEMod. Fugitive dust estimates do not take into account compliance with SDAPCD rules and regulations, including Rule 51 (Nuisance) and Rule 55 (Fugitive Dust Control), which would likely further reduce emissions.

The Project's construction emissions were estimated and compared to SDAPCD AQIA trigger levels, as shown in SDAPCD Rule 20.2. An adverse impact on air quality would result if the emission levels from the Project were to exceed any of the AQIA trigger levels.

Table 1 provides a summary of the daily criteria pollutant emissions associated with construction of the proposed Project. Construction-related emissions would be below SDAPCD trigger levels for all pollutants. Thus, construction of the Project would not result in a significant impact on air quality because emissions would not exceed SDAPCD applicable air quality standards or contribute to existing air quality violations.

Table 1. Summary of Construction Emissions (pounds per day)

Source	ROG	NO _x	CO	SO _x	PM10	PM2.5
Construction Equipment	2.49	15.17	9.48	0.01	1.32	1.32
Worker Trips	0.05	0.56	0.26	0.00	2.33	0.02
Concrete Deliveries	0.06	0.07	0.68	0.00	0.14	0.01
Paving Offgassing	0.14	-	-	-	-	-
Fugitive Dust	-	-	-	-	0.06	0.00
Total Max Daily	2.74	15.80	10.42	0.01	3.85	1.35
<i>SDAPCD Trigger Levels</i>	<i>75</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>55</i>
<i>Exceed Trigger Levels?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

ROG = reactive organic gas

NO_x = oxides of nitrogen

CO = carbon monoxide

SO_x = sulfur oxides

PM10 = particulate matter equal to or less than 10 microns

PM2.5 = particulate matter less than 2.5 microns

Source: CalEEMod emissions modeling by ICF 2012

With respect to operations, the goal of the project is to improve pedestrian and bicycle access and safety. Given the pedestrian improvements proposed, vehicle travel speeds may be slower along the project corridor. Emissions associated with these reduced travel speeds would likely be minor. The project would not generate any motor vehicle trips or increase vehicle existing capacity. Project operations are considered to be minor, and emissions associated with operations would be below SDAPCD trigger levels for all pollutants. Thus, operation of the project would not result in a significant impact on air quality because emissions would not exceed SDAPCD applicable air quality standards or contribute to existing air quality violations.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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- c) See discussions above. A project could result in a cumulatively considerable net increase in pollutants if the project's emissions contribute pollutants for which the project area is nonattainment. The SDAB is currently in nonattainment for O₃ under the National Ambient Air Quality Standards (NAAQS) as well as O₃, PM₁₀, and PM_{2.5} under the California Ambient Air Quality Standards (CAAQS), as a result of past and present projects and which will be further impeded by reasonably foreseeable future projects.

As discussed above, criteria pollutant emissions would not exceed SDAPCD trigger levels for any nonattainment pollutant. According to the County of San Diego Guidelines for Determining Significance – Air Quality, a project that conforms to the applicable General Plan and does not have emissions exceeding the significance thresholds will not create a cumulatively considerable net increase with respect to ozone since these emissions were accounted for in the RAQS. As discussed above, the Project is considered consistent with the RAQS. Possible cumulative impacts on air quality as a result of construction associated with nearby projects would be addressed by the standard SDAPCD measures that apply to construction projects.

It is anticipated that with the incorporation of the standard SDAPCD dust control measures associated with SDAPCD Rule 55, the contribution of the Project to cumulative impacts related to PM₁₀ and PM_{2.5} emissions would be minor and therefore less than significant. Consequently, because the Project would be below thresholds, is consistent with the RAQS, and would incorporate dust control measures, it would not result in a cumulatively considerable net increase in pollutants, and the impact would be less than significant.

- d) Diesel Particulate Matter (DPM), which is classified as a carcinogenic Toxic Air Contaminant (TAC) by CARB, is the primary pollutant of concern with respect to health risks to sensitive receptors. Cancer health risks associated with exposures to diesel exhaust are typically associated with chronic exposure, in which a 70-year exposure period is assumed.

Construction of the proposed project is not anticipated to result in an elevated cancer risk to exposed sensitive receptors. In addition, particulate matter (PM) emitted during construction would dissipate as a function of distance. Although there are sensitive land uses adjacent to proposed construction activity sites, the amount of PM emissions would be minor; therefore, elevated cancer risks are not anticipated. Further, neither Project construction nor operations would increase traffic congestion or degrade traffic conditions within the Project area. As such, congested traffic conditions that could lead to CO "hotspots" would not occur. Therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations. This impact is less than significant.

- e) The generation and severity of odors are dependent on a number of factors, including the nature, frequency, and intensity of the source; wind direction; and the location of the receptor(s). Typical facilities known to produce odors include landfills, wastewater treatment plants, manufacturing plants, and certain agricultural activities. Implementation of the proposed Project would not result in the addition of any of these facilities. Diesel exhaust and pavement application during construction may emit temporary and localized odors. These would cease once construction activities are completed and would quickly be dissipated by light winds. Thus, it is not anticipated that the operation or the construction of the project would create objectionable odors. No impact would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
IV. Biological Resources				
<i>Would the project:</i>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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Explanation:

- a) The project site and immediate vicinity are largely developed and do not provide extensive high quality habitat for wildlife species. No special-status plant species would be expected to occur within the project area given its level of development and overall unsuitability for these species. The only vegetation on-site consists of street trees generally located within tree rings and median areas, and ornamental landscaping in small planter areas such as potted plants and within the median where La Mesa Boulevard converges with Allison Avenue near 4th Street. The existing street trees and vegetation are to be removed and replaced with new species. While the landscape planting palette has yet to be finalized, the intent is to ensure that the streetscape improvement project provides a pleasant walking environment through the installation of new street trees appropriate to an urban setting.

The City of La Mesa Habitat Conservation Plan vegetation mapping identifies coastal sage scrub as the only significant natural habitat within the City limits. However, there is no coastal sage scrub or other native plant community located within the project site that would be suitable for wildlife habitat. The Habitat Conservation Plan maps do not identify any sensitive vegetation communities for the subject property. Therefore, no sensitive plant or animal species would be impacted by the construction of the proposed project.

While not classified as a special status species, migratory birds and raptors are protected under the Migratory Bird Treaty Act. These species use trees to nest and lay eggs; therefore the removal of trees during the general nesting season (February 1 – August 31) and raptor breeding season (January 15 – July 31) has the potential to adversely impact nesting migratory birds and raptors. However, the majority of trees to be removed within the project site are not large trees. Further, the trees are located along a developed urban corridor with a reduced likelihood for nesting birds and raptors. Thus, pre-construction surveys and avoidance measures would reduce this potential impact to a less than significant level.

- b) The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural communities because no such habitat or natural communities are located within the project site. There would be no impact due to construction of the proposed project.
- c) There are no wetland resources as defined by the Clean Water Act located on or adjacent to the project site. There would be no impact due to construction of the proposed project.
- d) The project site contains street trees and ornamental landscaping and vegetation and therefore will not interfere with the movement of any native resident or migratory fish or wildlife species. The City's Habitat Conservation Plan does not identify any migratory wildlife movement corridors on or within the vicinity of the project site. There would be no impact due to construction of the proposed project.
- e) The proposed project will not conflict with local policies or ordinances protecting biological resources because no sensitive species or habitats have been identified in the project area. The proposed project would replace existing street and sidewalk infrastructure with new facilities within the public right of way consistent with the City of La Mesa Capital Improvement Program (CIP). The proposed project would not conflict with the City of La Mesa Habitat Conservation Plan or with the policies of the La Mesa General Plan. There is no tree preservation ordinance applicable to the Village area; street trees and other vegetation to be removed would be replaced with new plant materials to create a pleasant urban walking experience. There would be no impact due to construction of the proposed project.
- f) The proposed project would not conflict with the City of La Mesa Habitat Conservation Plan. The project area is built out and contains street trees and ornamental landscaping. No impact to the local conservation plan protecting natural resources would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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V. Cultural Resources				
<i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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Explanation:

- a) The City's Historic Resources Inventory lists buildings and non-structural sites. Certain buildings on La Mesa Boulevard and adjacent streets are included on the City's Historic Resources Inventory. No exterior alteration of these resources is proposed. Additionally, non-structural sites listed on the City's inventory are located outside of the project site. The proposed improvements would modernize the streetscape in the Village, but would also use a traditional 2' x 2' score pattern on much of the new sidewalk paving. The potential for substantial adverse changes to a historical resource is therefore less than significant.
- b) The site is fully developed and paved and was graded and disturbed during previous construction of the roads, sidewalks, and related improvements. Minor surface scarification, boring, and excavation would occur to install new improvements. Asphalt concrete or base material would be added as necessary to achieve suitable structural support where pavement is to be removed and replaced due to deterioration. Prior to any new construction, the City will contact the South Coast Information Center and San Diego State University to conduct a records search for potential cultural resources. During construction of the proposed improvements, including sidewalks and other infrastructure that may require trenching and re-compacting of soils, the City will implement the following best management practices with regard to any cultural or paleontological resources uncovered during minor subsurface excavation activities:

In the event that cultural resources are exposed during construction, work in the immediate vicinity of the find will stop until an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards can evaluate the significance of the find. Construction activities may continue in other areas. If the discovery proves significant under Section 106 of the National Historic Preservation Act, additional work such as testing or data recovery may be warranted. Specific methods would be defined in an Archaeological Treatment Plan (ATP) to be prepared and approved by the City of La Mesa prior to beginning any testing and/or data recovery activities.

In the event that paleontological resources are exposed during construction, work in the immediate vicinity of the find will stop until a qualified paleontological resource specialist can evaluate the significance of the find. If the discovery proves significant, appropriate measures will be undertaken to avoid further disturbance to the fossil specimen during evaluation and salvage of the resource.

As a result, the potential for substantial adverse changes to the significance of an archaeological or paleontological resource is less than significant.

- c) See V b) above. There are no unique geologic features within the existing improved public right of way. Further, the project does not propose to directly or indirectly destroy unique paleontological resources because the project site has been previously disturbed and developed for many years. Impacts to paleontological resources and geological features would be less than significant.
- d) Due to the lack of burial sites within the project area, and within the immediate vicinity, it is unlikely that human remains would be disturbed because of the construction of the proposed project. If human remains were found during project construction, these finds would be dealt with in accordance with State of California Health and Safety Code Section 7050.5. Compliance with State of California Health and Safety Code Section 7050.5 would reduce the potential for significant impacts to occur in the unlikely event that human remains are found during project construction. Therefore, impacts to human remains would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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VI. Geology and Soils				
<i>Would the project:</i>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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Explanation:

- ai) The proposed project is not located on any known active fault, as defined by the California Geological Survey, and is not located within an Alquist-Priolo Earthquake Fault Zone. The closest fault to the project site is Rose Canyon Fault, which is approximately 9 miles west of the site. No construction of buildings, bridges or overpasses would occur as a result of the proposed improvements. The project site could be subjected to moderate to severe ground shaking in the event of a major earthquake along the Rose Canyon Fault. However, with respect to seismic shaking, the project site is comparable to the surrounding developed area. Additionally, the proposed project would replace existing improvements installed years ago with new materials. Due to the distance from the nearest fault, no impact would occur with respect to seismic-related ground shaking.
- a ii) With respect to strong seismic ground shaking, the project site is comparable to the surrounding developed area. Additionally, the proposed project is the replacement of aging street and sidewalk infrastructure. The streetscape improvement project presents a lower risk of damage during strong seismic ground shaking from an earthquake than the existing infrastructure because new facilities are designed to meet current code requirements. Due to the distance from the nearest fault, no impact would occur with respect to seismic-related ground shaking.
- a iii) According to the Pavement Evaluation Report by GeoCon from 2009 for this project, severe seismic ground shaking with certain soil types can cause ground failure, including liquefaction. The presence of a shallow groundwater table can increase an area's susceptibility to these events. It is not uncommon for groundwater seepage conditions to develop where none previously existed. Proper drainage will be critical for the performance of the project, and with proper drainage and the implementation of specific pavement specifications the site is considered suitable for development. Therefore, the proposed project would result in a less than significant impact associated with seismic-related ground failure, including liquefaction. See Section VI a)i.
- a iv) The proposed project would not change the existing geological condition of the project area. Since the project area is relatively level and substantially paved with storm water drains already in place, new road pavement and related infrastructure would be installed in accordance with standard construction practices and code requirements. Therefore, no impact would occur with respect to landslides.
- b) Since nearly the entire surface of the project site is paved with streets and sidewalks, soil erosion or the loss of topsoil is not expected to be a significant impact once the streetscape improvement project is completed. However, if soil is exposed during project construction, the potential for wind or water erosion of topsoil exists. Thus, the project will be required to comply with the State Water Resources Control Board (SWRCB) regulations and prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) prior to site preparation, excavation, and construction. The SWPPP would maintain water quality during and after construction in accordance with the SWRCB's General Construction Permit, the San Diego Regional Urban Runoff Municipal Permit, and Regional Water Quality Control Board (RWQCB) standards. The SWPPP would identify Best Management Practices (BMPs) to control erosion and maintain downstream surface water quality during and after construction. Therefore, the proposed project would result in a less than significant impact associated with soil erosion or topsoil loss.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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<p>c) The majority of site improvements, including paved areas for vehicular travel and parking, and accessory structures, have been in existence for many years and would be replaced. The majority of the site is level and would not be subject to landslides. As part of the normal City construction process, impacts related to expansive soils can be reduced through removal and installation of proper drainage and new infrastructure. As part of the typical design and construction process, improvements would be installed to avoid or reduce the potential for on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Construction of sidewalk segments may occur on expansive soil; however, because the scope of improvements occurs within a previously developed area and construction would occur consistent with California Uniform Building Code requirements, risk to life or property related to these improvements would be less than significant.</p> <p>d) Substantial risk to life or property related to expansive soils is considered unlikely due to the previous development of the project area, and adherence to local and regional construction standards. The project's impact would be less than significant.</p> <p>e) No septic tanks or alternative wastewater disposal systems are proposed for this project, therefore no impact would occur. Public sanitary systems are in place, and surrounding properties are fully connected to the sewer system.</p>				
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VII. Greenhouse Gas Emissions				
<i>Would the project:</i>				
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"/>
Explanation:				
<p>a) California Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006, codified the State's GHG emissions target by requiring the State's global warming emissions to be reduced to 1990 levels by 2020. CEQA does not prescribe a particular threshold of significance or method for determining significance of GHG emissions in CEQA documents, but instead defers adoption of CEQA thresholds to the lead agency. Various air districts and jurisdictions throughout California are considering and have proposed quantitative GHG thresholds.</p> <p>Project construction would result in GHG emissions from off-road diesel equipment exhaust and emissions from employee and material delivery travel. The primary emissions occur as carbon dioxide (CO₂) from gasoline and diesel combustion, with more limited vehicle tailpipe emissions of methane (CH₄) and nitrous oxide (N₂O) and other GHG emissions related to vehicle cooling systems. Construction- period CO₂-equivalent (CO₂e) emissions were estimated with the CalEEMod (version 2011.1.1) emissions model. As shown in Table 2, Project construction would result in approximately 67 metric tons of CO₂e (MTCO₂e) over the construction period. CalEEMod emission outputs are presented in Appendix A.</p> <p>The CEQA Guidelines state that when assessing the significance of impacts of GHGs, the</p>				

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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lead agency should determine whether project emissions exceed a threshold of significance. Although the City of La Mesa has not adopted thresholds for GHG impacts under CEQA, the County of San Diego has, for the interim, adopted 900 metric tons (MT) as the screening criteria for determining which projects require further analysis and mitigation with regard to climate change (County of San Diego 2010). For purposes of analysis, the City of La Mesa is using the 900 MT to demonstrate the relatively minor contribution Project construction would have on climate change.

As shown in Table 2, GHG emissions generated from Project construction would not exceed the 900 MT threshold. Therefore, the Project would not generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment.

Table 2. Summary of Construction-Related GHG Emissions (metric tons per year)

Source	CO ₂	CH ₄	N ₂ O	CO ₂ e
Construction Equipment	58.89	0.01	0.00	59.1
Worker Trips	3.7	0	0.00	3.7
Concrete Deliveries	4.41	0	0.00	4.42
Paving Offgassing	-	-	-	-
Fugitive Dust	-	-	-	-
Total GHG Emissions	67.00	0.01	0	67.22
<i>County Interim Threshold</i>	--	--	--	900
<i>Exceed Threshold?</i>	--	--	--	No

CO₂ = carbon dioxide

CH₄ = methane

N₂O = nitrous oxide

CO₂e = carbon dioxide equivalent

Source: CalEEMod emissions modeling by ICF 2012

- b) The City has yet to adopt a qualified plan, policy, or regulation to reduce GHG emissions. Therefore, the most applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions is AB 32, which codified the state's GHG emissions reduction targets for the future. The County of San Diego has adopted, for the interim, a 900 MT threshold that is being used as conservative criteria for determining which projects require further analysis and mitigation under CEQA. As discussed above, construction-related GHG emissions would not exceed the 900 MT threshold. The Project would not generate any motor vehicle trips or increase existing capacity during long-term operations. Therefore, Project construction and operations would not hinder implementation of AB 32 and would thus not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. This impact is considered less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VIII. Hazards and Hazardous Materials				
<i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located 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 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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Explanation:

- a) During project construction, the use of construction equipment would require oil and other hydrocarbons to be consumed. Potential spills may occur that would result in a significant hazard to the environment. However, a SWPPP would be prepared and implemented, in compliance with the requirements of the SWRCB Construction Permit (2010-0014-DWQ). The SWPPP would identify Best Management Practices (BMPs) for hazardous materials handling and controlling of runoff discharged from the site. Additionally, the transport and use of such materials would cease following construction. Therefore, impacts would be less than significant.
- b) The proposed project is the upgrade of existing transportation right-of-way and related pedestrian improvements. Best management practices to minimize risk will be implemented during construction. The emission of hazardous materials are not reasonably foreseeable during project construction of improvements. Once the streetscape improvement project is completed, activities within the project site would not involve the routine transport, use, or disposal of hazardous materials through the La Mesa Village area. Therefore, the proposed project would not result in significant impacts due to the routine transport, use, or disposal of hazardous materials. No impact would occur.
- c) As discussed in Section VIIIb) above the project would not emit hazardous emissions or handle hazardous materials that could impact schools. Therefore, no impact would occur.
- d) A search of the State Water Resources Control Board's (SWRCB) Geotracker database resulted in the identification of no sites within the project boundary. The project would not result in the exposure of people or the environment to a significant hazard. Therefore, this impact would be less than significant.
- e) The project area is located approximately 6 miles southwest of Gillespie Field Airport, and approximately 10 miles southeast of the Montgomery Field Airport. Both airports are subject to Airport Land Use Compatibility Plans that promote compatibility between the airports and the land uses that surround them. The compatibility plans address four types of airport impacts: noise, safety, airspace protection and overflight. Noise, safety, airspace protection and overflight zones from Gillespie Field do not extend into the Downtown Streetscape project limits, as shown on Exhibits III-1 through III-4 of the Compatibility Plan (San Diego County Regional Airport Authority 2010). Noise, safety, and overflight zones from Montgomery Field do not extend into the Downtown Streetscape project limits, as shown on Exhibits III-1, III-2, and III-4 of the Compatibility Plan (San Diego County Regional Airport Authority 2010). Montgomery Field Airspace Protection, Exhibit III-3 of the Montgomery Field Airport Land Use Compatibility Plan, shows airspace surfaces crossing above the Downtown Streetscape project area. However, within this airspace protection area flights are mapped at approximately 1,300 feet above mean sea level. Therefore, no impact would result due to the proposed streetscape improvement project because the maximum height of the project is the one to two story identification signage that would span La Mesa Boulevard if constructed.
- f) The only private airstrip near the project area is a heliport located at Grossmont Hospital, approximately 1.3 miles northeast of the proposed project site. The project would be located level with the ground surface or within one or two stories in the case of a sign spanning the width of La Mesa Boulevard. The project would not disturb the operation of the heliport, or result in a hazard for people in the project area due to the heliport. Therefore, no impact would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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<p>g) In a regional disaster, the Office of Emergency Services (OES) coordinates the overall county response to disasters. Local law enforcement evacuation activities are assumed to follow the National Incident Management System and the Standardized Emergency Management System. In 2009, a Hazard Mitigation Plan was completed that considers evacuation in the event of dam failure, earthquake, flooding and wildfire. Public notification is a vital component to evacuation or shelter-in-place, as are privately owned automobiles as a primary mode of transportation. Special situations may call for bus transportation through pre-established arrangements with appropriate agencies. Potential shelter and transportation points include church and school sites, as well as the La Mesa Community Center. Evacuation routes during an emergency would be coordinated by the City's Emergency Operation Center as needed to conduct the evacuation and monitor traffic conditions.</p> <p>La Mesa Boulevard is classified as a Local Collector street in the Circulation Plan Map of the La Mesa General Plan. While construction would occur within the public right of way, complete road closures would not be required. The proposed project would not impair implementation or physically interfere with emergency response and evacuation plans because existing adjacent street locations would provide alternative routes and through-street access in the event of an emergency. Additionally, the completed project design plans will be subject to review and approval by the City of La Mesa Fire Department.</p> <p>The proposed project area crosses the Metropolitan Transit System (MTS) trolley line. However, service interruptions would not occur while the project improvements are installed. Therefore, no impact would occur to any emergency response plan or emergency evacuation plan.</p> <p>h) The proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildfires because the site is surrounded by urban development. Wildlands do not exist near the project site and development within the project area is not intermixed with wildlands. No impact would result.</p>				
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IX. Hydrology and Water Quality				
<i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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Explanation:

- a) The proposed project is the replacement of existing street, sidewalk and landscape improvements within existing public right of way areas. The long term operation of the project would not violate any water quality standards or waste discharge requirements because the street system and storm drains would be in place. The City of La Mesa is subject to a Municipal Storm Water National Pollutant Discharge Elimination System (NPDES) permit issued to San Diego County, the Port of San Diego, and 18 cities (co-permittees) by the San Diego Regional Water Quality Control Board (Regional Board). This permit requires the development and implementation of a program addressing urban runoff pollution issues in development planning for public and private projects. The primary objectives of the urban runoff program are to ensure that discharges from municipal urban runoff conveyance systems do not cause or contribute to a violation of water quality standards, to prohibit non-storm water discharges in urban runoff, and to reduce the discharge of pollutants from urban runoff conveyance systems to the maximum extent practicable. Construction activities associated with the project would have the potential to discharge pollutants off-site into downstream receiving waters, which would result in a potentially significant impact. However, a SWPPP would be prepared and implemented, in compliance with the requirements of the SWRCB Construction Permit (2010-0014-DWQ). The SWPPP would identify BMPs for controlling erosion and maintain downstream water quality during construction. Therefore, construction of the proposed project would not violate water quality standards or waste discharge requirements, and impacts would be less than significant.
- b) The project would not require the use of groundwater during project construction or operation. The project would not substantially increase the amount of impervious surfaces in the project area, or interfere with groundwater recharge, due to the highly developed nature of the project area. No impact would occur.
- c) The proposed project is the replacement of existing public right-of-way improvements. The project would not substantially alter the existing drainage pattern of the site or area that would result in substantial erosion or siltation on or off the site because best management practices would be implemented during project construction to address potential water quality impacts as discussed in Section VI b). Following construction, streets and sidewalks would be restored and there would be no overall increase in impervious surfaces. The roadway surface would be reduced to allow for minor increases in sidewalk area in order to accommodate pedestrians and outdoor café uses. Minor adjustments may be required to the existing drainage system to accommodate surface run-off. Implementation of the proposed project would not result in substantial changes to absorption rates, drainage patterns, or the rate and amount of surface water runoff within the area of the site as compared to existing pre-project conditions. In addition, no stream or river courses would be altered by the project. No impact would occur.
- d) See IX c) above. No impact would occur.
- e) The streetscape improvement project may result in alterations to existing storm drain inlet locations to match new curb alignments. However, the project would not create runoff water exceeding storm water drainage system capacity because the right-of-way area is not proposed to be expanded, and the replacement of public facilities would not result in an increase in impervious surfaces. Minor increases of sidewalk café use would occur with the opportunity for additional sidewalk café area. However, substantial polluted runoff is not expected as individual property owners would be responsible for the maintenance of their outdoor areas and storm drainage systems would be in place. The impact would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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Explanation:

- f) See Section IX a) above. A less than significant impact would occur to the quality of groundwater as a result of the project operation.
- g) The project would not result in the placement of housing in the 100-year floodplain as shown on panel 1644H of the Flood Insurance Rate Map of the Federal Emergency Management Agency's National Flood Insurance Program. The streetscape improvements include street, sidewalk, and landscaping enhancements. No impact would occur.
- h) See Section IX g) above. The proposed project would upgrade and replace existing public facilities within the downtown Village streetscape. Project improvements would not have the potential to place structures within a 100-year flood hazard area which would impede or redirect flood flows. No impact would occur.
- i) See Section IX g) above. The proposed project would upgrade the Village streetscape. Project improvements would not have the potential to expose people or structures to a significant risk of loss, injury, or death involving water-related hazards, such as flooding. No impact would occur.
- j) See Section IX g) above. The project site is not located near bodies of water that are subject to seiches, tsunamis, or mudflow. No impact would occur.

X. Land Use and Planning				
<i>Would the project:</i>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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Explanation:

a) The proposed project includes improvements to an existing streetscape. The project could disrupt localized vehicular traffic patterns in the Village because construction would be required within the project roadways; however, the roadways serve a limited population, and traffic control measures will be in place during the duration of construction activities. Construction will occur in phases block by block to reduce the effect on the businesses in the downtown village area. No interruption to MTS trolley service during construction would occur. Therefore, the proposed project would not physically divide an established community, and there would be no environmental impact.

b) The proposed project is consistent with the adopted City of La Mesa General Plan Circulation Element Goal CE-1, which is "A comprehensive, flexible transportation system that is functional, safe, accessible and attractive." In addition, the project is consistent with Circulation Element Policies. Policy CE-1.1.18 states, "Apply a "Complete Streets" approach to future transportation infrastructure projects." The project is also consistent with the Downtown Village Specific Plan, which states that "Vehicular access and parking to serve the Downtown Village should be convenient and efficient; however, with a clear emphasis on the pedestrian ...". The enhancements made to the streets and sidewalks will not significantly change the current circulation pattern, but will provide new pedestrian amenities. The project will not result in any land use or zoning changes within the City and would not conflict with the General Plan or zoning designations. Therefore, no impact would occur.

c) See Sections IV e) and f) above. No impact would occur.

XI. Mineral Resources
Would the project:

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"/>

Explanation:

a) No previous mining of mineral resources has occurred within the project boundary and future mineral extraction is unlikely because the site is highly developed and surrounded with a variety of land uses. Further, the City of La Mesa General Plan does not identify any important mineral resources in the project area or discuss plans for mineral resource extraction. Therefore, implementation of the proposed project would not result in the loss of availability of a known mineral resource or locally important mineral resource recovery site. No impact would occur.

b) See Section XI a) above. No impact would occur.

XII. Noise
Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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Explanation:

- a) The proposed project would consist of streetscape improvements in the transportation right-of-way area and would not include components that would produce significant adverse noise levels once completed. The project area is located in the already developed Downtown Village area and experiences noise levels consistent with the City's Noise Ordinance. During construction, the project would have the potential to result in short-term noise impacts primarily from the operation of construction equipment. Construction-related noise impacts would occur during the day and would comply with the City of La Mesa Construction Noise Ordinance, as identified in Section 10.80.100 of the City's Municipal Code. The ordinance prohibits construction between the hours of 10:00 p.m. and 7:00 a.m., and anytime on Sundays, unless a special permit authorizing the activity has been obtained from the Building Official. Compliance with the ordinance would reduce daytime construction noise impacts to a less than significant level. Nighttime construction activities would occur to complete the project, which includes replacements of old sewer facilities. Nighttime construction is allowed under Section 10.80.100 of the City's Municipal Code if a special permit authorizing the activity is obtained from the chief building official. Construction would have the potential to disturb residents, visitors and employees in the downtown village area, which would result in a temporary significant impact. **Mitigation Measure Noi-1** (See **Exhibit E**), which requires minimization of construction noise levels to avoid impacts to nearby noise-sensitive land uses, such as residences, would reduce this impact to a less than significant level.
- b) The main concern associated with groundborne vibration is usually annoyance, however, land uses containing vibration-sensitive instruments and operations, such as hospitals and laboratories, may have lower disturbance thresholds than would typically affect other land uses. Some common sources of groundborne vibration are trains and construction activities such as blasting, pile-driving, and heavy earth-moving equipment. The proposed project consists of widening sidewalks and related streetscape improvements. It would not be associated with rail traffic or other activities or uses that would result in vibration during project operation. The only source of groundborne vibration that may be associated with the project would be from construction activity.

Vibration criteria for sensitive equipment and operations is not well defined and are often case specific. In general, the criteria must be determined based upon manufacturer specifications and recommendations by the equipment user. As a guide, major construction activities within 200 feet may be potentially disruptive to sensitive operations. Major construction is defined in the Code of Federal Regulations (50 CFR 402.2) as a construction project which significantly affects the quality of the human environment. The land uses along the proposed project site are residential, commercial, or office uses that are not vibration sensitive. The closest vibration sensitive land use is Grossmont Hospital, located approximately 5,600 feet northeast of the project site, which is farther than the 200-foot guideline for vibration impacts from major construction projects. Therefore, no vibration-sensitive land uses are located close enough to the project site to be affected by vibration from project construction. No impact would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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<p>c) See Section XII a) above. Completion of the project would not result in a substantial permanent increase in ambient noise levels. No impact would occur.</p> <p>d) See Section XII a) above. Operation of heavy construction equipment would have the potential to disturb residents, visitors and employees in the Downtown Village area, which would result in a substantial temporary increase in ambient noise levels during project construction. Mitigation measure Noi-1 (see below), which requires minimization of construction noise levels to avoid impacts to nearby noise sensitive land uses, such as residences, would reduce this impact to a less than significant level.</p> <p>e) The project study area is located approximately 6 miles southwest of Gillespie Field Airport and 10 miles southeast of Montgomery Field. Noise compatibility for both airports is discussed in each of their respective Airport Land Use Compatibility Plans (ALUCP). Noise exposure is mapped on Exhibit III-1 of the Gillespie Field ALUCP and on Exhibit III-1 of the Montgomery Field ALUCP. Noise exposure contours are mapped from 60 dB to 75+ dB in both plans. The La Mesa General Plan states that the goal for maximum outdoor noise levels in residential areas is an Ldn of 60 dB(A). Since noise from either airport would be less than 60 dB, the Downtown Village Streetscape Improvement Project would not expose people residing or working in the project area to excessive noise levels. No impact would occur.</p> <p>f) The closest private airstrip to the project is the heliport at Grossmont Hospital, located approximately 5,800 feet northeast of the project site. The project proposes the replacement of existing deteriorated streets and sidewalks with new improvements, and would not expose any people residing or working in the project area to additional noise from the heliport. Therefore, no impact would occur.</p>				
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XIII. Population and Housing				
<i>Would the project:</i>				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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Explanation:

a) The proposed project does not propose any land development, such as residential uses, that would directly induce population growth. The project would upgrade aging infrastructure within the public right of way to meet existing and future needs and would be consistent with the City's General Plan, Downtown Village Specific Plan, and Capital Improvement Program (CIP). The project would not remove an obstacle to future growth because the project area is already highly developed. The project would not encourage new development or growth in the City because it would replace existing street-related facilities that currently serve the project area. Therefore, no impact would occur.

b) The proposed streetscape improvement project would not remove or displace existing housing units. No impact would occur.

c) The proposed streetscape improvement project would not remove or displace existing housing units which could result in the displacement of people. No impact would occur.

XIV. Public Services
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

a – d) The project would improve pedestrian access in the downtown Village area. The proposed project is the replacement of approximately 6,800 linear feet of sidewalks and related streetscape enhancements within the public right of way in the La Mesa downtown Village area. The project would not require an increase in fire or police protection services, nor would it result in a need for new school or park facilities. Therefore, no impact would occur.

e) The project could require additional maintenance resources for certain new facilities such as new electrical and lighting facilities. Subsequent to the completion of the project, certain facilities such as roadway and sidewalk surfaces would exceed pre-project maintenance conditions. Implementation of the project would provide improved public amenities as well as enhance access and overall pedestrian safety. New governmental facilities would not be required. Therefore, impacts are less than significant.

XV. Recreation

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Explanation:				
a) The proposed project is the replacement of approximately 6,800 linear feet of sidewalks and related streetscape enhancements within the public right of way in the La Mesa downtown Village area. The project would not increase the demand for or use of neighborhood or regional parks or other recreational facilities. Therefore, no impact would occur.				
b) The proposed project would not include recreational facilities or require the construction or expansion of recreational facilities. No impact would occur.				

XVI. Transportation/Traffic*Would the project:*

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 checked="" type="checkbox"/>	<input 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 features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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Explanation:

a) The proposed project is the enhancement of the existing streetscape in the Downtown La Mesa Village area, including new sidewalks for pedestrians. The project will not conflict with the City's transportation-related programs such as Safe Routes to School, Safe Routes to Transit, or neighborhood calming programs. Increased pedestrian connectivity and safer pedestrian routes that would result from the proposed project support existing goals and policies of these programs. Once completed, vehicles would continue to use public streets within the project area for circulation, access and parking purposes. No long term adverse impacts to the circulation system, including roadways, intersections or trolley service, would occur as a result of the proposed project. There will not be any changes to the existing capacity of the study area roadway segments relative to vehicular travel. To evaluate potential traffic impacts, daily traffic volumes were collected for streets within the project area which are discussed in a Mobility Assessment Report prepared by RBF Consulting at submitted to the City in October 2011. The City of La Mesa's threshold for acceptable operating conditions along a roadway segment is Level of Service (LOS) E, based on the City's General Plan Circulation Element. All existing roadway segments currently operate at Level of Service (LOS) E or better and are forecast to continue to do so with the proposed project. Therefore, the proposed project would not exceed the capacity of the existing circulation system and the impact would be less than significant.

It is noted that the Mobility Assessment Report prepared by RBF Consulting provides a summary of parking. There are approximately 162 parking spaces within the project area, of which 100 are angled spaces and 62 are parallel parking spaces. The project will result in a net loss of approximately 9 parking spaces. However, there are locations within the project study area presently not used for street parking which could be added to reduce the net loss. It is also noted in the Mobility Assessment Report that there are currently tree wells between angled parking stalls along La Mesa Boulevard to be removed during construction of the project.

The City of La Mesa Bicycle Facilities and Alternative Transportation Plan identifies La Mesa Boulevard as a Class 3 bike route. This means that bicyclists use the public street as a means of getting from one place to another, and do not have a separate striped bicycle path. The project will not add bike lanes, and will reduce the buffer between parked vehicles and bicycles; however, bicyclists will continue to have use of La Mesa Boulevard as a Class 3 bike route. Although traffic may be controlled for one-way access and certain blocks closed for evening work during project construction, public streets within the project area will continue to be available for circulation purposes. Therefore, impacts to bicyclist circulation are less than significant.

Sidewalks and access to local businesses on La Mesa Boulevard will remain open during project construction. As construction occurs block by block, demolition and replacement would occur on the first half-width of the sidewalk, and then commence to the other half, leaving one side of each sidewalk segment open for pedestrian circulation at all times.

Construction of portions of the project would occur within public streets; however, complete street closures of these roadways would not be necessary except for sewer replacement work in evenings. Additionally, these streets would serve a limited population as alternative nearby streets are used for circulation purposes. The temporary impact to traffic within the project area and on adjacent streets would be less than significant.

The project area crosses the Metropolitan Transit System (MTS) right of way. No service interruptions will occur, and therefore impacts to mass transit would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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- b) The proposed project would not be located along any Congestion Management Program (CMP) eligible roadways, such as I-8 or SR-125. In addition, the proposed project is a streetscape replacement project that would not generate permanent vehicle trips that would have the potential to conflict with the 2008 SANDAG CMP. No impact would occur.
- c) The proposed project would be located just above the ground surface, or in the case of gateway signage one or two stories above the ground surface, and would not have the potential to conflict with air traffic. No impact would occur.
- d) The proposed project would not substantially increase hazards due to a design feature such as sharp curves or dangerous intersections. A goal of the project is to increase public safety through traffic calming measures including widened sidewalks within the existing right of way area. There are no new design features that could cause a hazard. No impact would occur.
- e) Existing traffic flow would change from two-way to one-way flows during project construction on La Mesa Boulevard. The Fire Department has reviewed the plans and determined that emergency vehicles would have adequate access. The proposed project would not result in inadequate emergency access; therefore, potential impacts associated with emergency access are less than significant.
- f) The proposed project would not conflict with adopted policies, plans or programs supporting alternative transportation, such as bus turnouts or bicycle racks. The project does not propose changes to existing bus stops or transit routes. The nearest transit service is provided by MTS, Bus Routes 1 and 7, which traverse Allison Avenue. Public bike racks may be included as an optional component of the specific "street" furnishings to be provided as part of the streetscape improvement project. Bike racks are encouraged in the City's Bicycle Facilities and Alternative Transportation Plan for the downtown area. No impact would occur.

XVII. Utilities and Service Systems				
<i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

- a) The subject property is currently served by existing utilities and utility infrastructure, including natural gas, electrical, telecommunications, water, and sewer. The proposed project is the enhancement of the Downtown Village streetscape and would not increase sewer flows or result in excessive wastewater treatment requirements of the San Diego Regional Water Quality Control Board (SDRWQCB). Therefore, no impact would occur.
- b) The proposed project is the enhancement of the Downtown Village streetscape. No additional construction of wastewater treatment facilities would be required as a result of the proposed project, although replacement of old sewer facilities would occur. The environmental impacts that would result from construction of the proposed project are addressed under other environmental issue topics in this checklist. All significant impacts would be mitigated to a less than significant level with the mitigation measures identified in this checklist. The proposed project streetscape enhancements would serve existing developed areas of the City and would not allow for increased development that would increase potable water demand. No new potable water facilities would be required as a result of the proposed project. Therefore, no impact related to water facilities would occur.
- c) The project would not require the construction of new storm water drainage facilities other than the potential relocation of drainage inlets to align with finished surface grades. The alignment and capacity of existing below-grade drainage pipes would not change. The project will be required to comply with the State Water Resources Control Board regulations and prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) prior to project construction. The SWPPP would identify Best Management Practices to control and maintain downstream surface water quality during construction. No new drainage pipes would be required; therefore, the construction of the project would have no impact on the environment.
- d) Helix Water District provides domestic water service to the City of La Mesa. The proposed project would require the use of water during project construction to control fugitive dust emission. The proposed project would also require the use of water for irrigation of street trees. Once new proposed street trees are established, water usage would decline as evidenced by the existing street trees which are not routinely irrigated due to broken permanent irrigation systems. The proposed streetscape improvement project would not result in a need to require access to new water supplies because existing supplies are adequate to serve the needs of the project. If a drought were to occur, Helix Water District would establish water conservation measures and request the implementation of such measures by water users. The project would not result in an impact to water supply services.
- e) See Section XVII a) above. No impact would occur.
- f) Waste separated from project construction is mainly recyclable and will be sent to a certified recycling center, dump, and landfill. In compliance with the City's Construction and Demolition Debris Diversion Ordinance (La Mesa Municipal Code Chapter 14.27), 75 percent of construction and demolition debris generated by the proposed project would be diverted from the landfill by reuse on-site, recycling, salvage, or donation, thereby minimizing the amount of construction solid waste that ends up in the landfill. Furthermore, the City of La Mesa is in compliance with the California Integrated Waste

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<p>Management Act (Assembly Bill 939), which requires 50 percent diversion of solid waste from landfills. There are several landfills in the County with capacity to accept waste from the construction and operation of the project. No impact would occur.</p> <p>g) Section 14.27 of the La Mesa Municipal Code requires demolition projects to divert at least 75% of waste generated on-site, consistent with the California Integrated Waste management Act. The waste must be brought to a recycling or salvage facility, reused on-site, or donated to others. Construction of the proposed project would comply with this requirement. See also Section XVII f) above. Therefore, the project would comply with applicable statutes and regulations for solid waste. No impact would occur.</p>				

XVIII. Mandatory Findings of Significance				
<p>a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Does the project have the potential to achieve short term environmental goals to the disadvantage of long term environmental goals?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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Explanation:

- a) There are no known habitat, wildlife, or fish species on the property, nor is there a known animal community on the property. Landscaping on the site is ornamental in nature and trees to be removed would be replaced with specimen size trees. Although the subject property does not qualify as an historic resource, there are historic resources along La Mesa Boulevard and within the Date Avenue historic district to the south of the project area. However, no site alterations are proposed that would threaten any important examples of history or prehistory because the recommended improvements would occur in previously developed street and sidewalk corridors within the public right of way. No impact would occur.
- b) The proposed project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. The proposed project would be consistent with the City of La Mesa General Plan policies and objectives and those set forth in related City policy documents such as the Downtown Village Specific Plan. Long-term environmental goals could be achieved with the proposed project because pedestrian access to adjacent land uses would be encouraged. This could have a beneficial effect by reducing air quality and traffic impacts as reliance upon automobile transportation would be reduced. No impact would occur.
- c) There are no other development projects currently proposed in the immediate vicinity of the subject property. The proposed project would not result in impacts that are individually limited but cumulatively considerable. No environmental impact would occur because of project implementation.
- d) The project consists of enhancing public right-of-way area in the La Mesa Village with new street paving, sidewalk improvements, and public facilities such as replacement of old sewer lines. No impact would occur to cause substantial adverse effects on human beings, either directly or indirectly.

Environmental Factors That Could Result in a Potentially Significant Impact		
The environmental factors checked below would be potentially affected by this project, involving a least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.		
<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology/Soils
<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Hydrology/Water Quality
<input type="checkbox"/> Land Use / Planning	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise
<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Utilities/Services Systems	<input type="checkbox"/> Mandatory Findings of Significance
Environmental Determination		

On the basis of this initial evaluation:

- I find that the proposed project could not have a significant effect on the environment, and a **Negative Declaration** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. **A Mitigated Negative Declaration** will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an **Environmental Impact Report** is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **Environmental Impact Report** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **Negative Declaration** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **Negative Declaration**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signed Chris Jacobs
Chris Jacobs, Senior Planner

Date of draft report 2-10-12

Signed Chris Jacobs
Chris Jacobs, Senior Planner

Date of final report 11-20-13

Mitigation Monitoring and Reporting Program:

See Attached Initial Study and Mitigation Monitoring and Reporting Program

References:

- California Department of Transportation (Caltrans). 2002. Transportation Related Earthbourne Vibrations (TAV-02-01-R9601). February 20.
- City of La Mesa. 2012. General Plan.
- City of La Mesa. 1990. Downtown Village Specific Plan.
- City of La Mesa. 2012. Bicycle Facilities and Alternative Transportation Plan.
- City of La Mesa. 2011. La Mesa Municipal Code. As amended.
- City of La Mesa. 1998. Subarea Habitat Conservation Plan/Natural Community Conservation Plan.
- ICF International. 2012. Air Quality and Greenhouse Gas Emissions CEQA Technical Memorandum and General Conformity Assessment.
- Federal Emergency Management Agency (FEMA). Flood Rate Insurance Map (FIRM), Panel 1644H.
- San Diego County Regional Airport Authority. 2010. Gillespie Field Airport Land Use Compatibility Plan.
- San Diego County Regional Airport Authority. 2010. Montgomery Field Airport Land Use Compatibility Plan.
- State Water Resources Control Board. 2011. GeoTracker Database (<http://geotracker.swrcb.ca.gov>).

PUBLIC REVIEW DISTRIBUTION:

The following individuals, organizations, and agencies received a copy or notice of the Draft Mitigated Negative Declaration and were invited to comment on its adequacy and sufficiency:

State Clearinghouse
State Water Resources Control Board
California Native American Heritage Commission
California Department of Transportation, District 11
Regional Water Quality Control Board, Region 9
San Diego Metropolitan Transit System (MTS)
Helix Water District
San Diego Gas & Electric (SDG&E)
San Diego Association of Governments (SANDAG)
AT&T
Cox Communications
La Mesa Public Library

RESULTS OF PUBLIC REVIEW:

- () No comments were received during the public input period.
- () Comments were received but did not address the Draft Negative Declaration finding or the accuracy/completeness of the Initial Study. No response is necessary. The letters are attached.
- (x) Comments addressing the findings of the Draft Negative Declaration and/or accuracy or completeness of the Initial Study were received during the public input period. The letters and responses are attached to the City Council staff report.

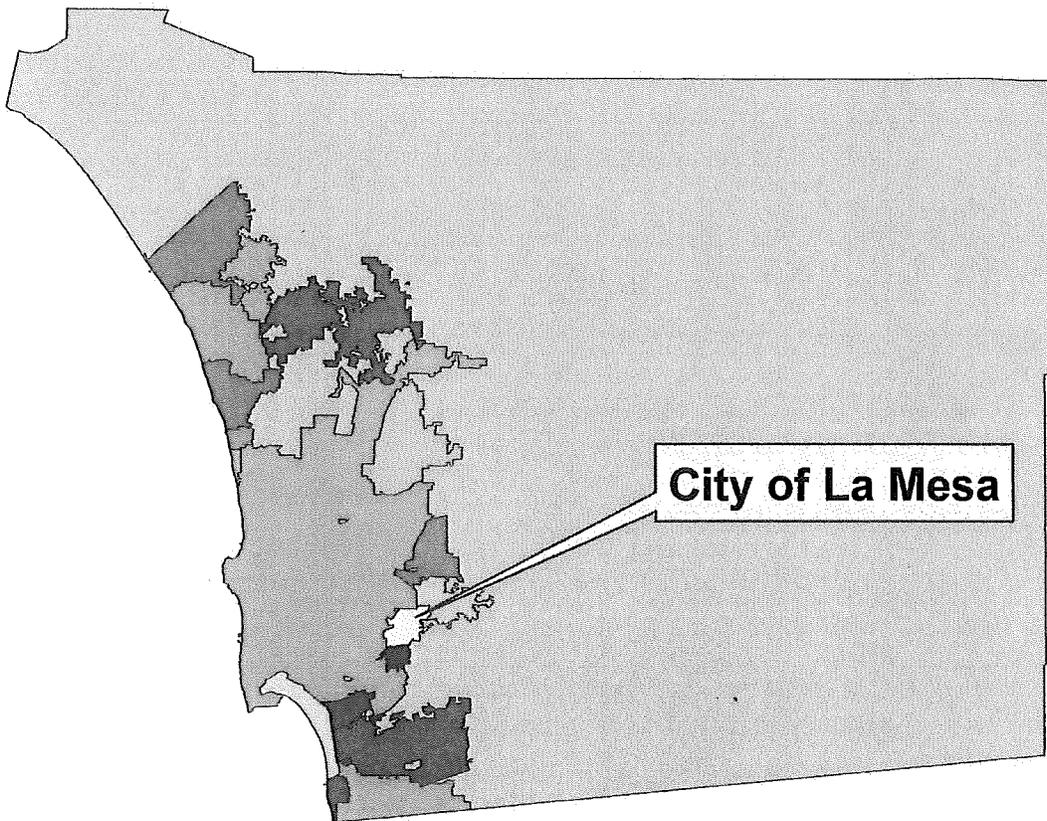
Copies of the Mitigated Negative Declaration, the Mitigation Monitoring and Reporting Program and Initial Study materials are available for review, or for purchase at the cost of reproduction at the City of La Mesa, 8130 Allison Avenue, La Mesa, CA 91942. To ensure availability or to make an appointment, please call (619) 667-1177.

Regional Location



San Diego County is located in the southwest corner of the State of California.

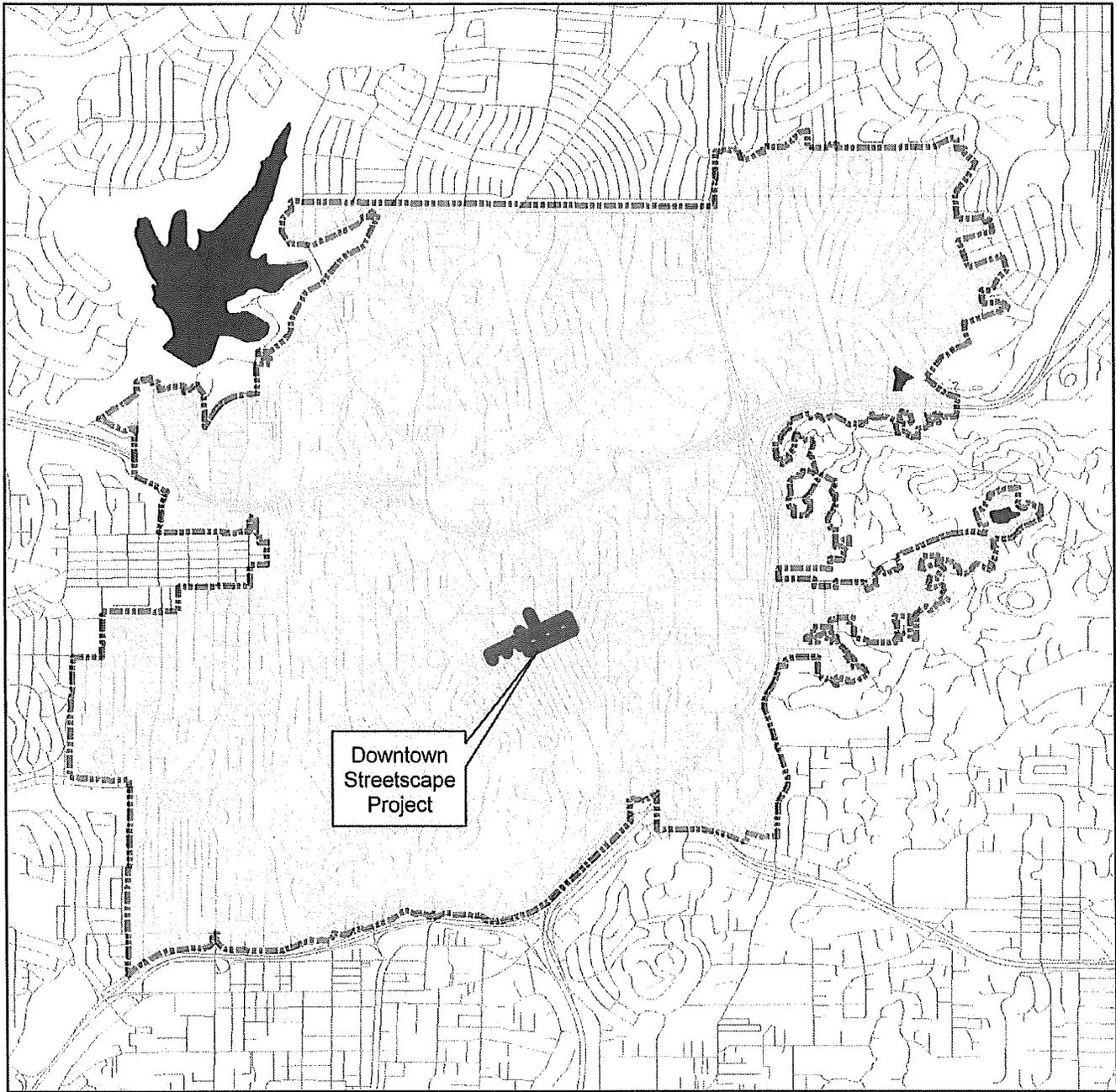
San Diego County



The City of La Mesa is located near the center of the urbanized western portion of San Diego County.

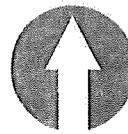
City of La Mesa

Boundary Map



Legend

-  City of La Mesa
-  Downtown Streetscape Project
-  Lakes
-  Roads



0 2,500 5,000 7,500 10,000 Feet

EXHIBIT B

Project Area

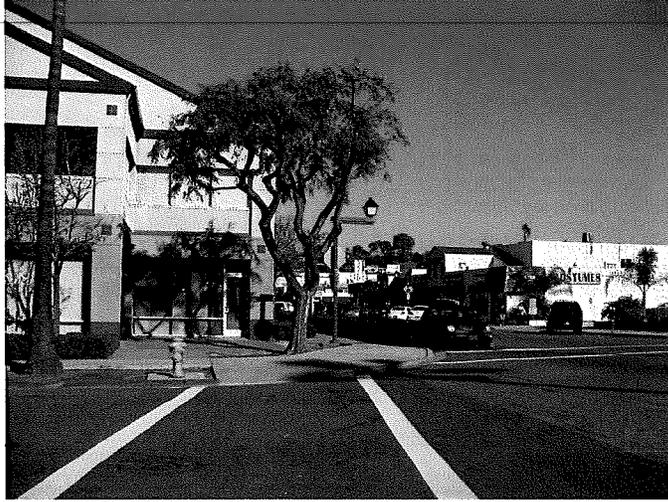
Existing Conditions



 Area of Project

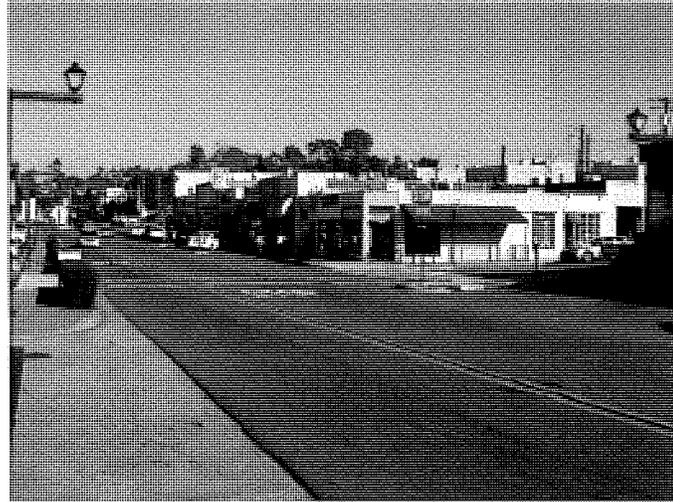
0 125 250 500 750 1,000
Feet

EXHIBIT C



Intersection of La Mesa
Boulevard and Acacia Avenue.

Intersection of Date Avenue and
La Mesa Boulevard.

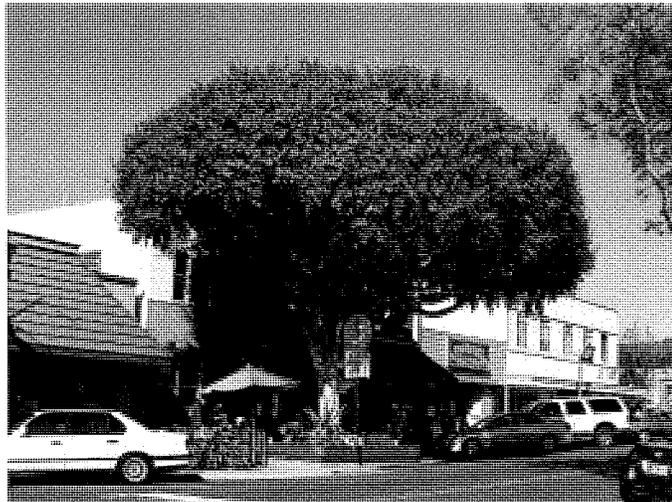


Intersection of La Mesa
Boulevard and Spring Street.



View of the La Mesa Boulevard Trolley Station from the East side of Spring Street.

The Ficus tree in front of Cosmo's Coffee Shop on La Mesa Boulevard.

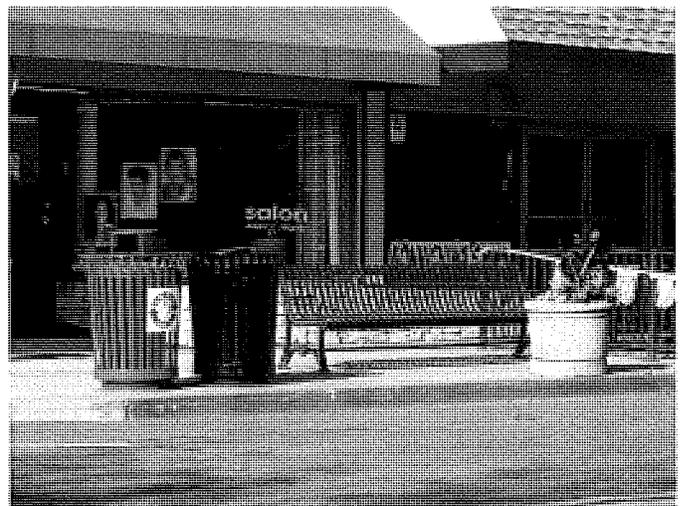


Existing enhanced pavement at the intersection of La Mesa Boulevard and Palm Avenue.



An existing sidewalk on the south side of La Mesa Boulevard facing east.

Sidewalk bench and trash cans on the north side of La Mesa Boulevard.

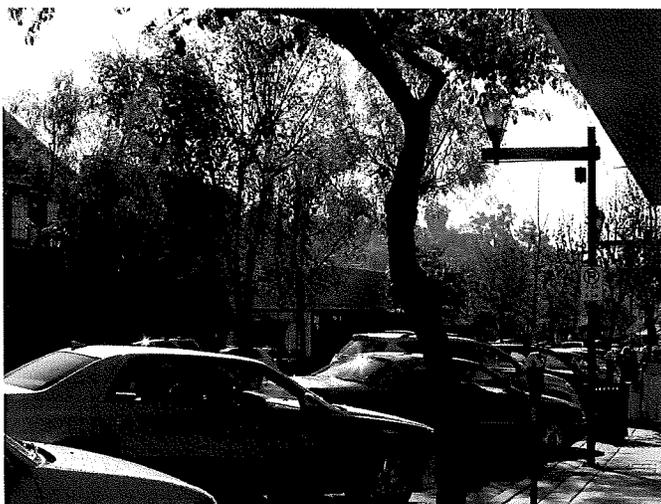
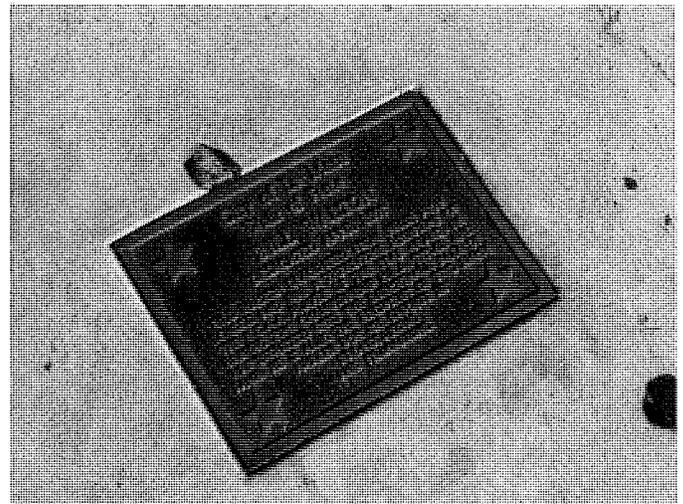


Existing pavement enhancements at the intersection of La Mesa Boulevard and 3rd Avenue.



Existing crosswalk at the intersection of La Mesa Boulevard and 4th Street facing east.

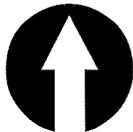
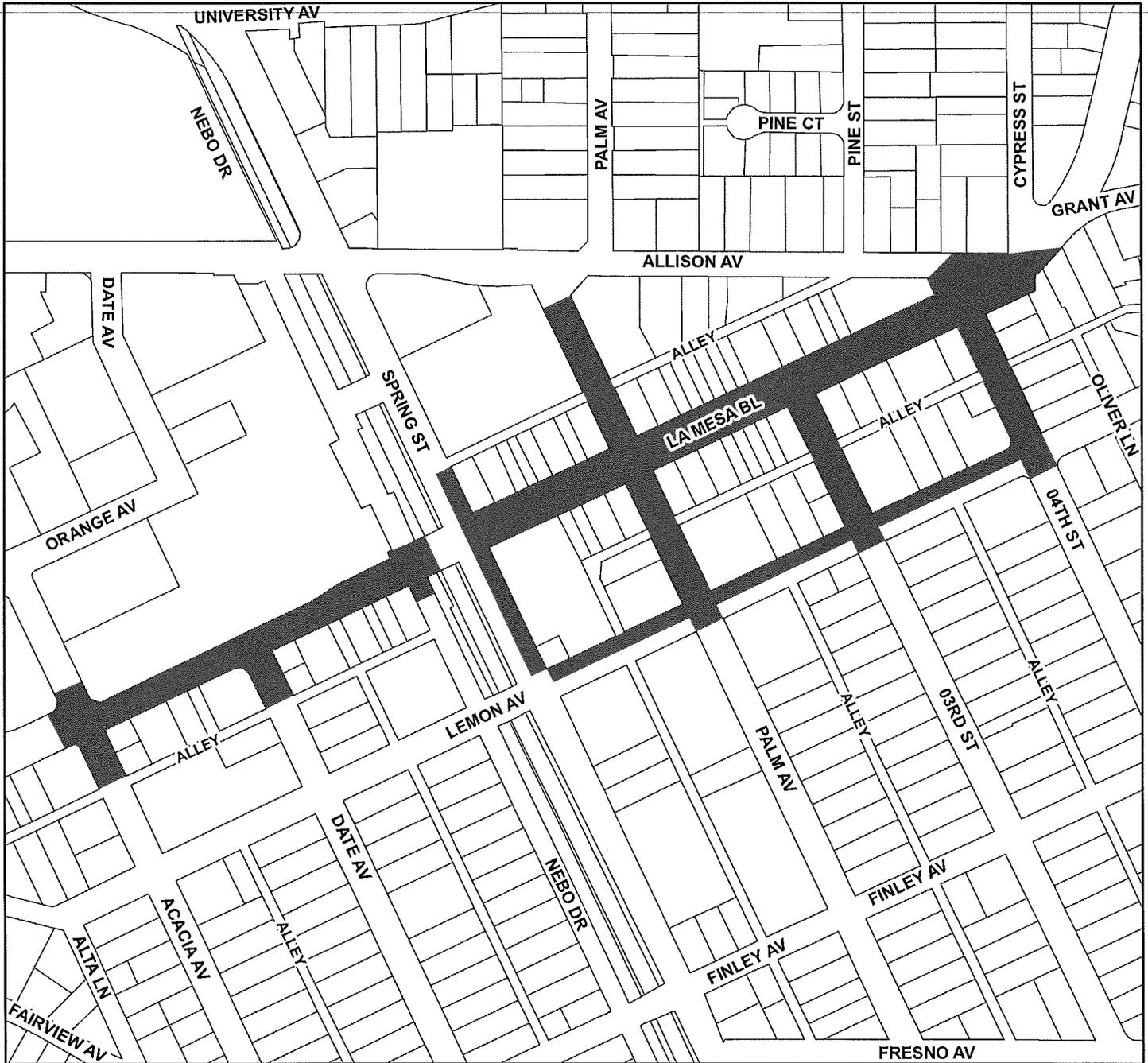
City of La Mesa's "Walk of Fame."



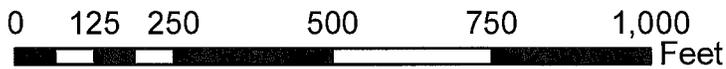
Existing street trees, diagonal parking, and lighting on the north side of La Mesa Boulevard facing west.

Project Area

Project Limits



 Area of Project



**La Mesa Downtown Village Streetscape Improvement Project
Mitigated Negative Declaration
Mitigation Monitoring and Reporting Program**

Mitigation Measures

Noise

Noi-1: The construction contractor shall ensure that the following noise-minimizing practices are implemented during all project construction activities to the satisfaction of the City Engineer throughout construction as feasible:

Pre-construction Requirements:

- i. Mitigation measures shall be included on all bidding documents.
- ii. Pre-construction meetings with contractors and City inspectors shall be held to confirm that noise mitigation measures and practices are adhered to throughout construction as reflected on grading and building plans, and bidding documents.
- iii. Equipment staging shall be located in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors.

Hours of Construction Requirements:

- i. Hours of construction shall be in accordance with the provisions of the applicable permits issued for the work.

Noise Complaint Requirements:

- i. The City Engineer shall:
 - a) Designate a City point of contact to respond to noise complaints and ensure implementation of noise reduction measures; and
 - b) Have an inspector available to respond to complaints on off-hours and weekends.
- ii. The General Contractor shall:
 - a) Post signs at the construction site with allowed hours of construction and phone number of complaint contact person; and
 - b) Have an on-site complaint and enforcement manager available to respond to and track noise complaints.

Noise Reduction Requirements during construction:

- i. All construction equipment (fixed or mobile) shall be equipped with properly operating and maintained mufflers consistent with manufacturer's standards.
- ii. All stationary construction equipment shall be placed so that emitted noise is directed away from sensitive receptors.
- iii. Impact tools shall be hydraulically or electrically powered, or shall feature external jackets or exhaust mufflers (i.e. for compressed air tools). Drills and other quieter procedures shall be used in lieu of impact equipment where practical.
- iv. Acoustical shielding such as plywood noise barriers shall be placed around construction zones to control the receiver's site and improve noise reduction at adjacent buildings where needed.

The above-listed mitigation measures shall be included in all bidding documents provided to potential construction contractors.

Method of Verification:

Plan check and field inspection.

Timing of Verification:

Prior to the issuance of grading and building permits.

Responsible party:

City of La Mesa Engineering Project Manager/Public Works Department.

LA MESA DOWNTOWN STREETSCAPE MASTERPLAN

CITY OF LA MESA

EXHIBIT LIST

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3. AREA 1 - WEST ENTRY
4. AREA 1 - DETAIL A PLAN
5. AREA 1 - SKETCH A
6. AREA 1 - DETAIL B PLAN
7. AREA 1 - DETAIL B PLAN ENLARGED
8. AREA 1 - SKETCH B
9. AREA 2 - ACACIA AVENUE TO DATE AVENUE
10. AREA 2 & 3 - DETAIL PLAN
11. AREA 2 - SKETCH A
12. AREA 2 - SKETCH B
13. AREA 3 - DATE AVENUE TO SPRING STREET
14. VIEW 4 - SPRING STREET TO PALM AVENUE
15. AREA 3 & 4 - SPRING STREET DETAIL PLAN
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19. VIEW 5 - 3RD STREET AND 4TH STREET
20. VIEW 5 - 3RD STREET AND 4TH STREET - ALTERNATE A
21. AREA 5 - SKETCH A
22. AREA 5 - SKETCH B
23. AREA 6 - EAST ENTRY
24. AREA 6 EAST - EAST UNIVERSITY ENTRY
25. AREA 6 - EAST ENTRY DETAIL PLAN
26. AREA 6 - EAST ENTRY ALTERNATE DETAIL PLAN
27. AREA 6 - SKETCH A
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29. AREA 7 NORTH - SPRING STREET TO UNIVERSITY AVENUE
30. AREA 7 - SPRING STREET NORTH
31. AREA 7 - SKETCH A
32. AREA 7 - SKETCH B
33. AREA 8 - PALM AVENUE NORTH
34. AREA 8 - SKETCH A
35. ALLEY DETAIL PLAN
36. LA MESA DOWNTOWN STYLE MATERIALS PALETTE
37. LA MESA DOWNTOWN STYLE STREET TREE PALETTE

LOCATION MAP

NOT TO SCALE

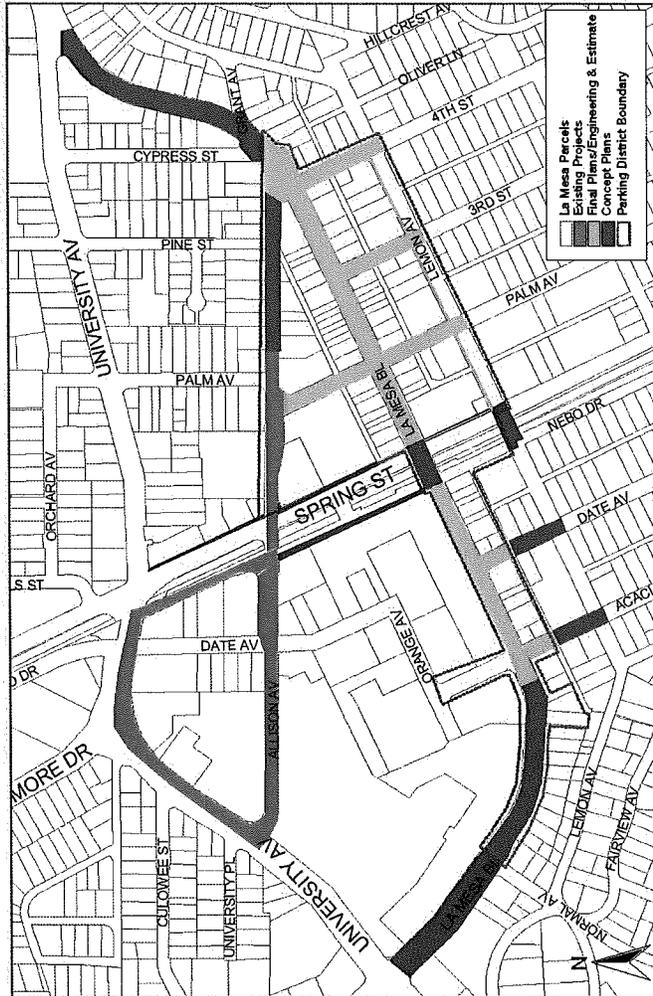
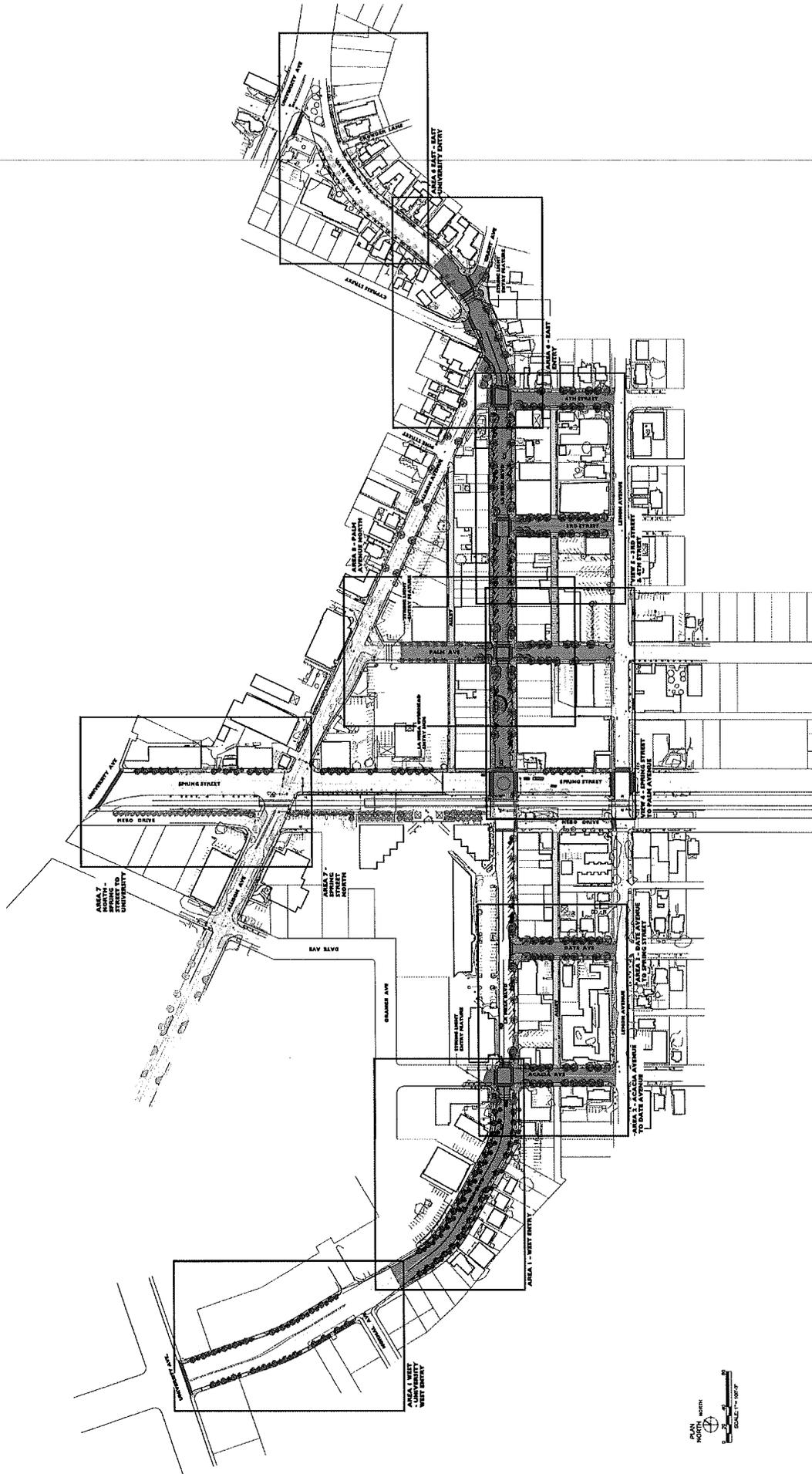


EXHIBIT F



JANUARY 2010

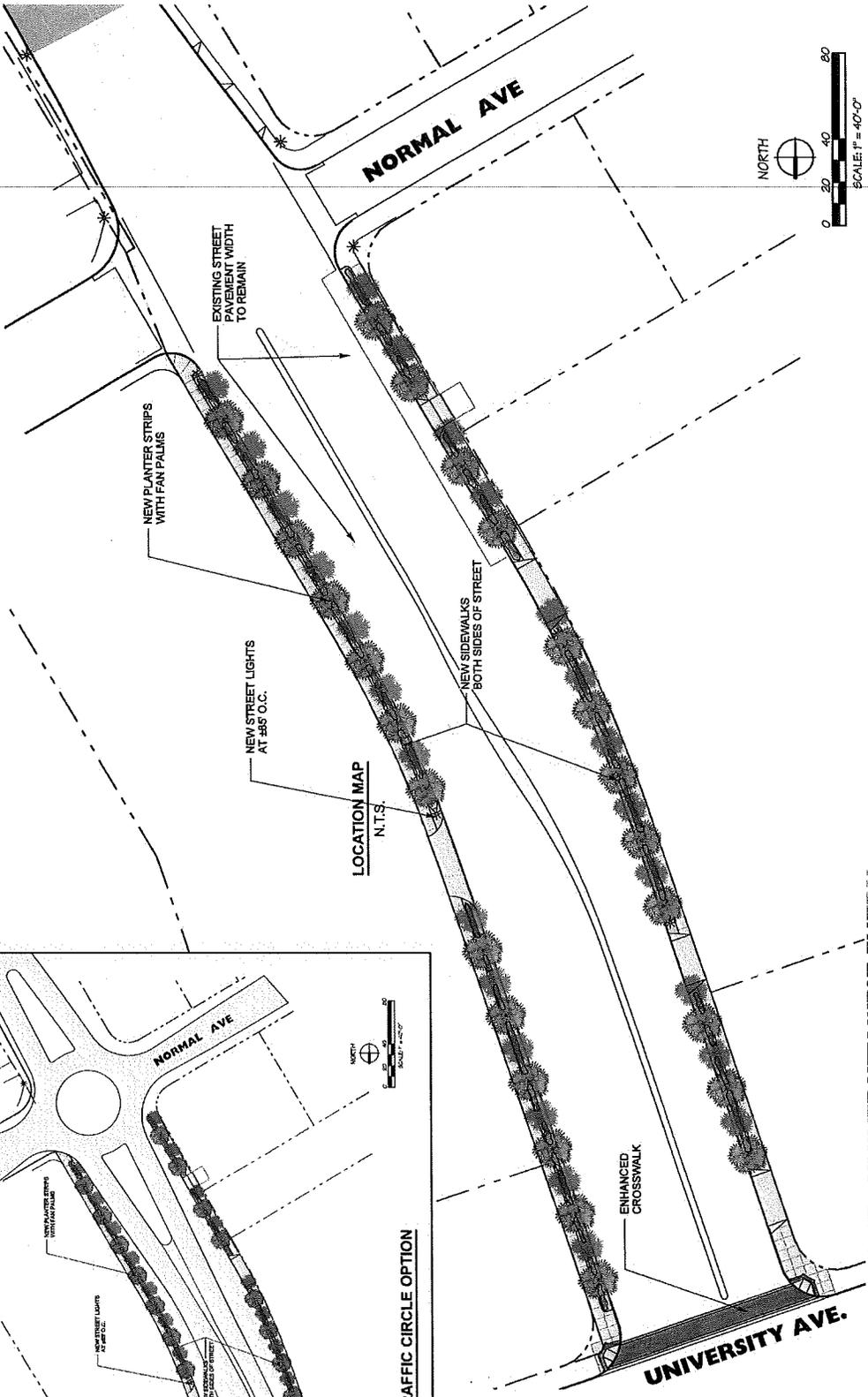
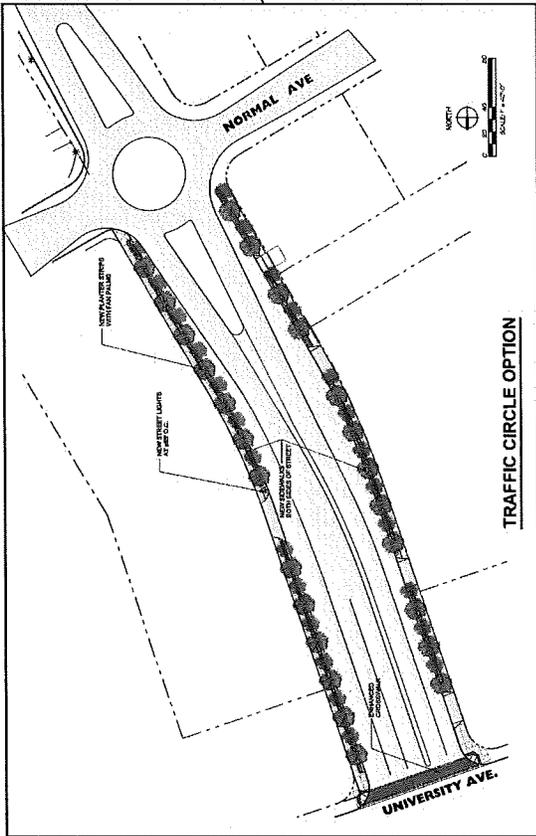


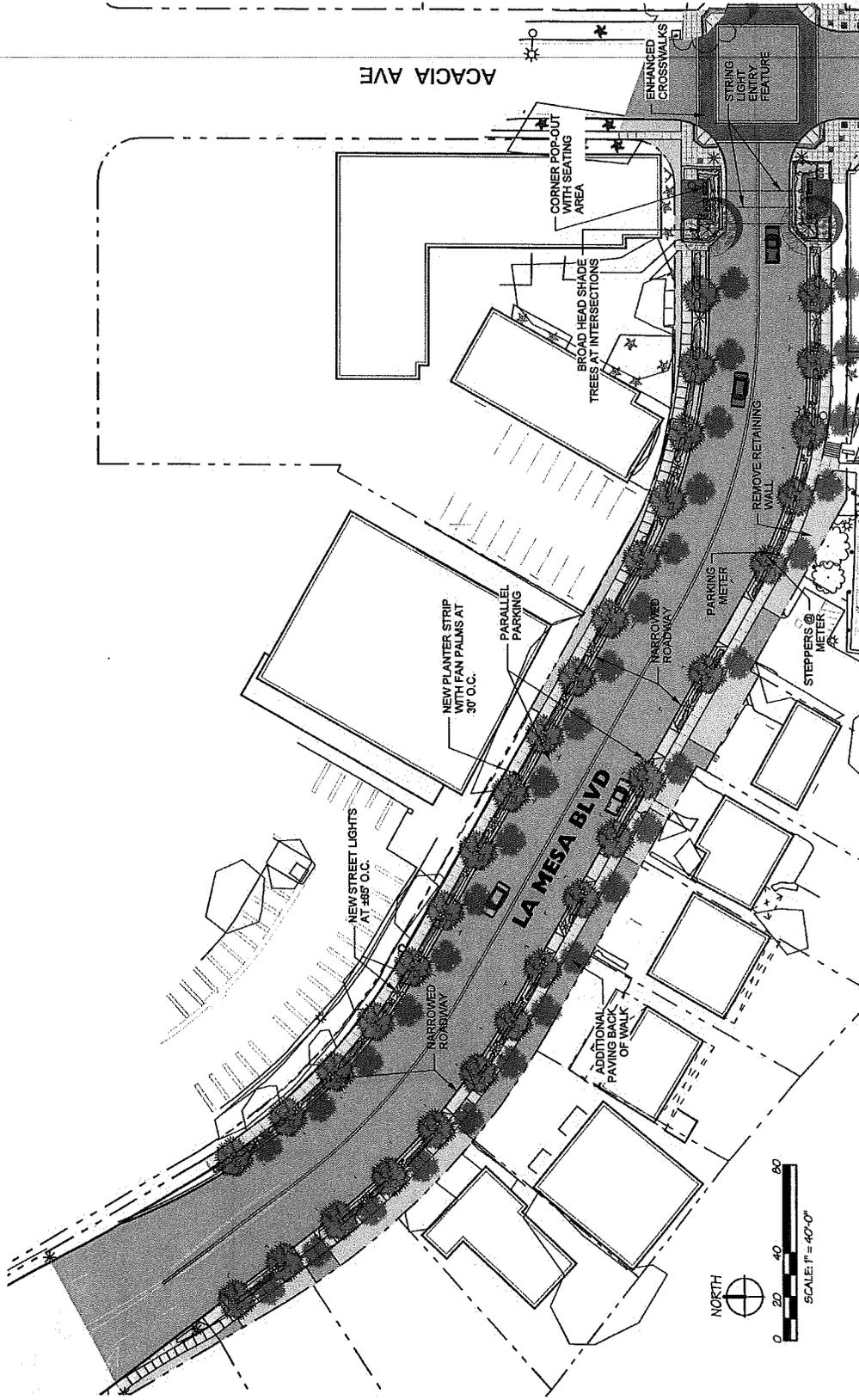
PLAN NORTH
SCALE 1" = 100'

CITY OF LA MESA
LA MESA DOWNTOWN STREETSCAPE MASTER PLAN

INDEX MAP
Exhibit 1



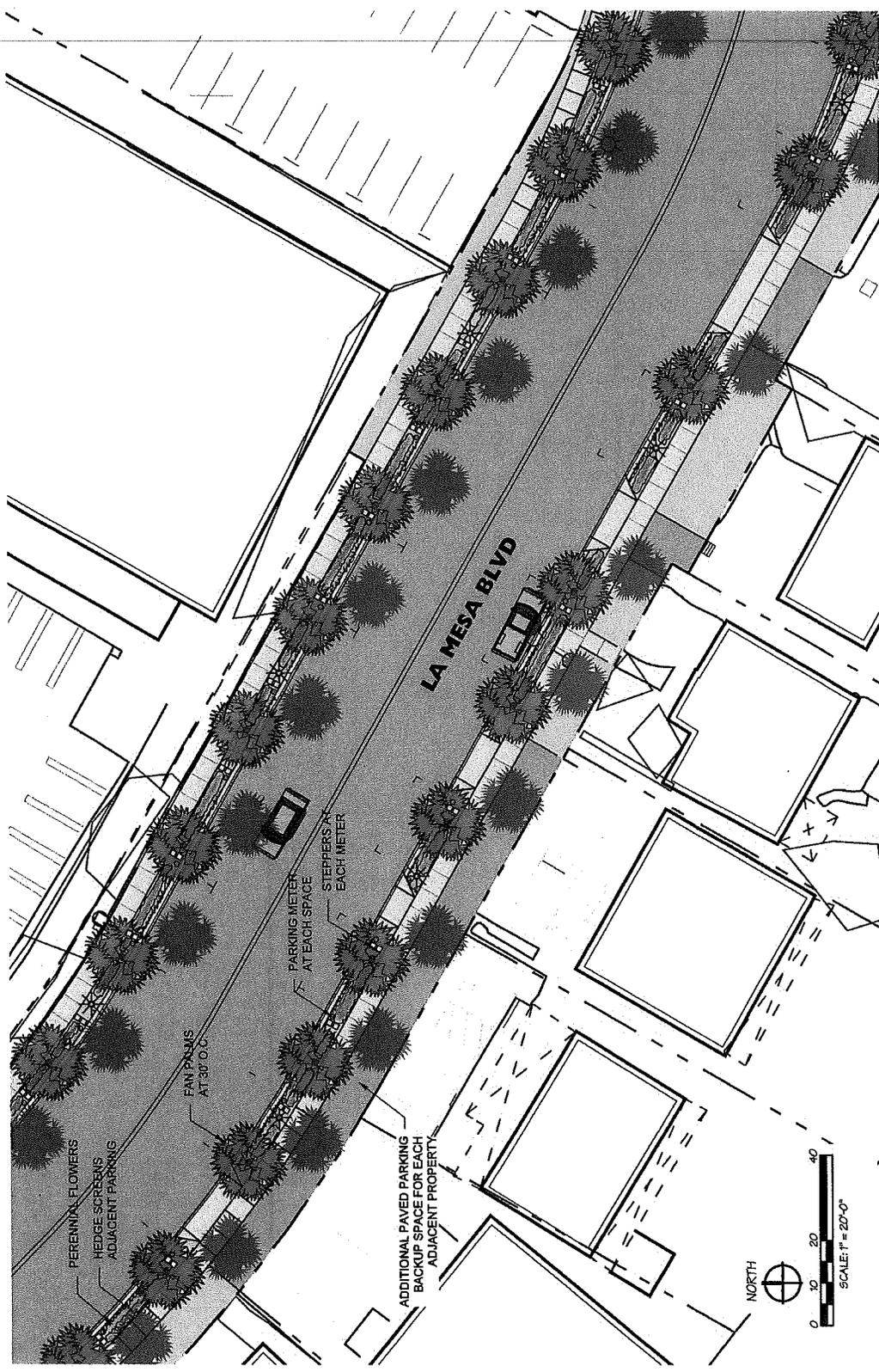




CITY OF LA MESA
LA MESA DOWNTOWN STREETSCAPE MASTER PLAN

AREA 1 - WEST ENTRY
Exhibit 3

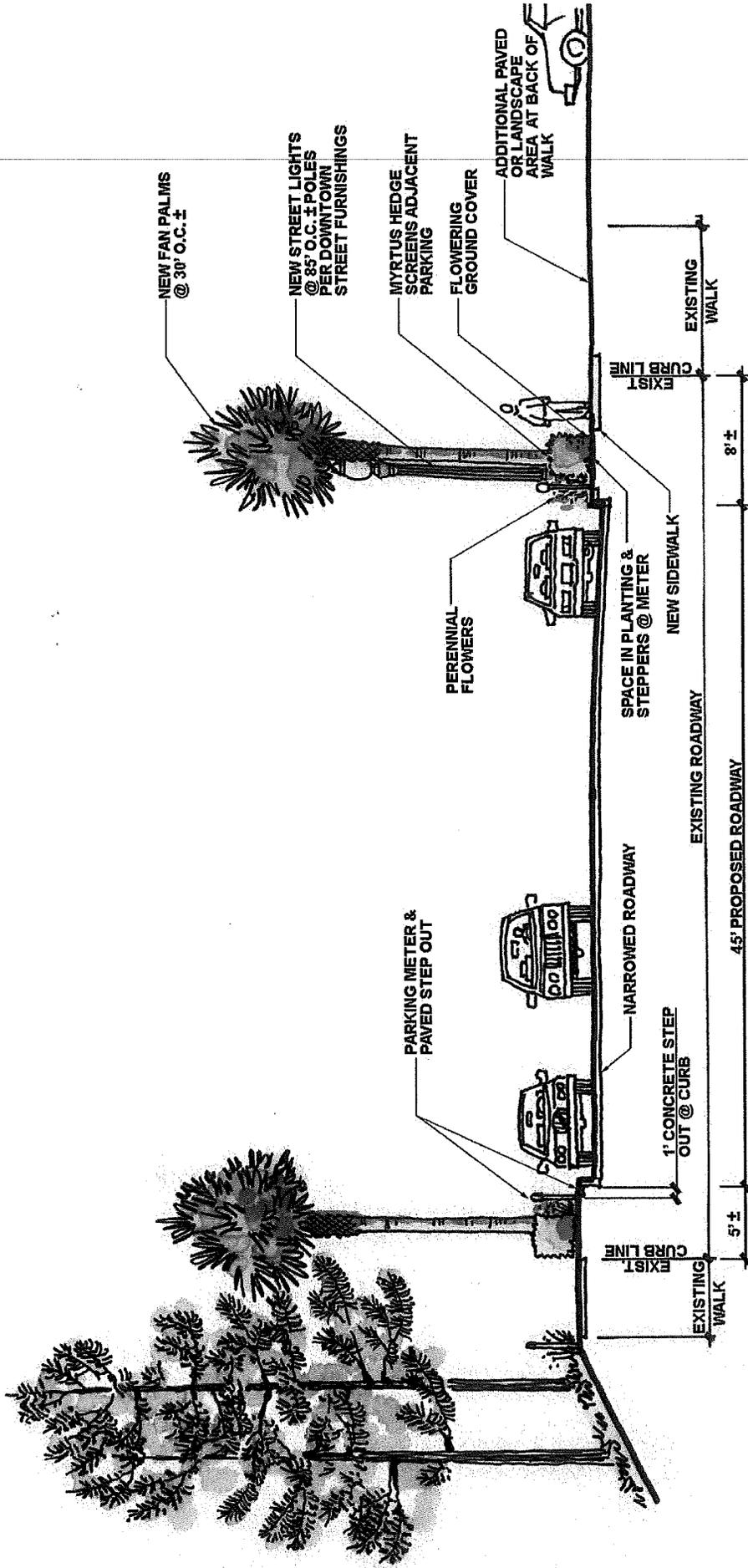




CITY OF LA MESA
LA MESA DOWNTOWN STREETSCAPE MASTER PLAN

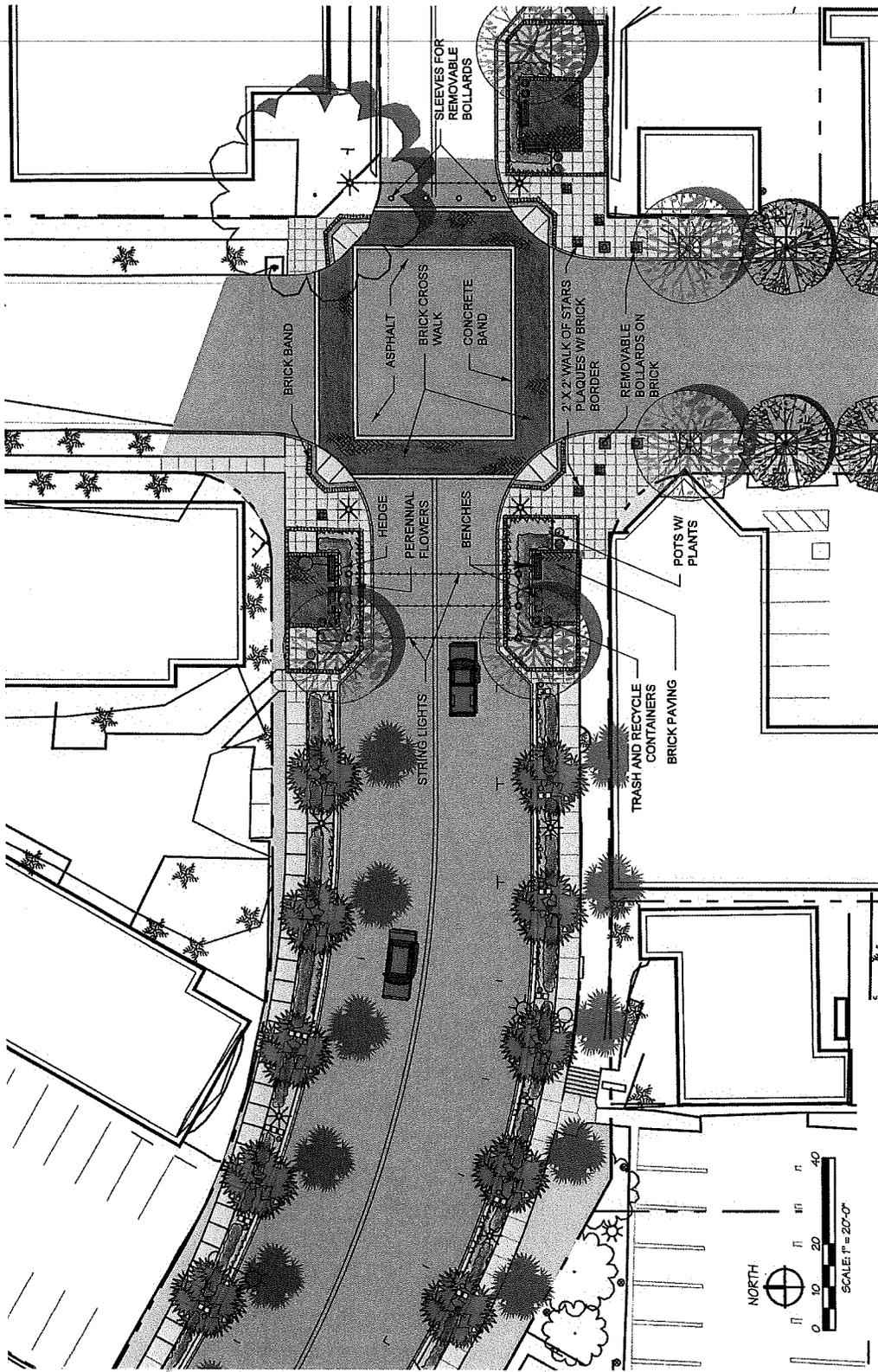
AREA 1 - DETAIL A PLAN
Exhibit 4





VIEW EAST





CITY OF LA MESA
 LA MESA DOWNTOWN STREETSCAPE MASTER PLAN

AREA 1 - DETAIL B PLAN
 Exhibit 6





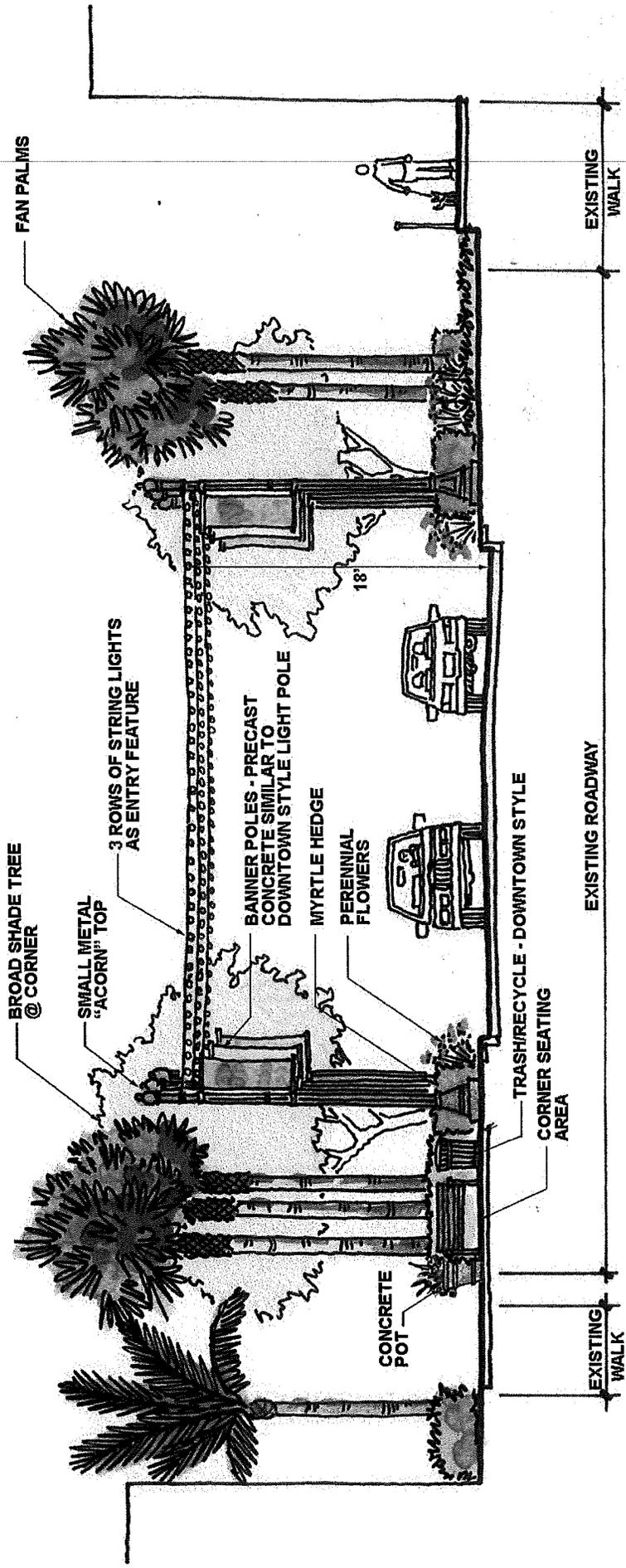


STREET LIGHT
 1' WIDE CONCRETE
 STEP-OUT AT CURB

PERENNIALS AND HEDGE
 PER TYPICAL SECTIONS

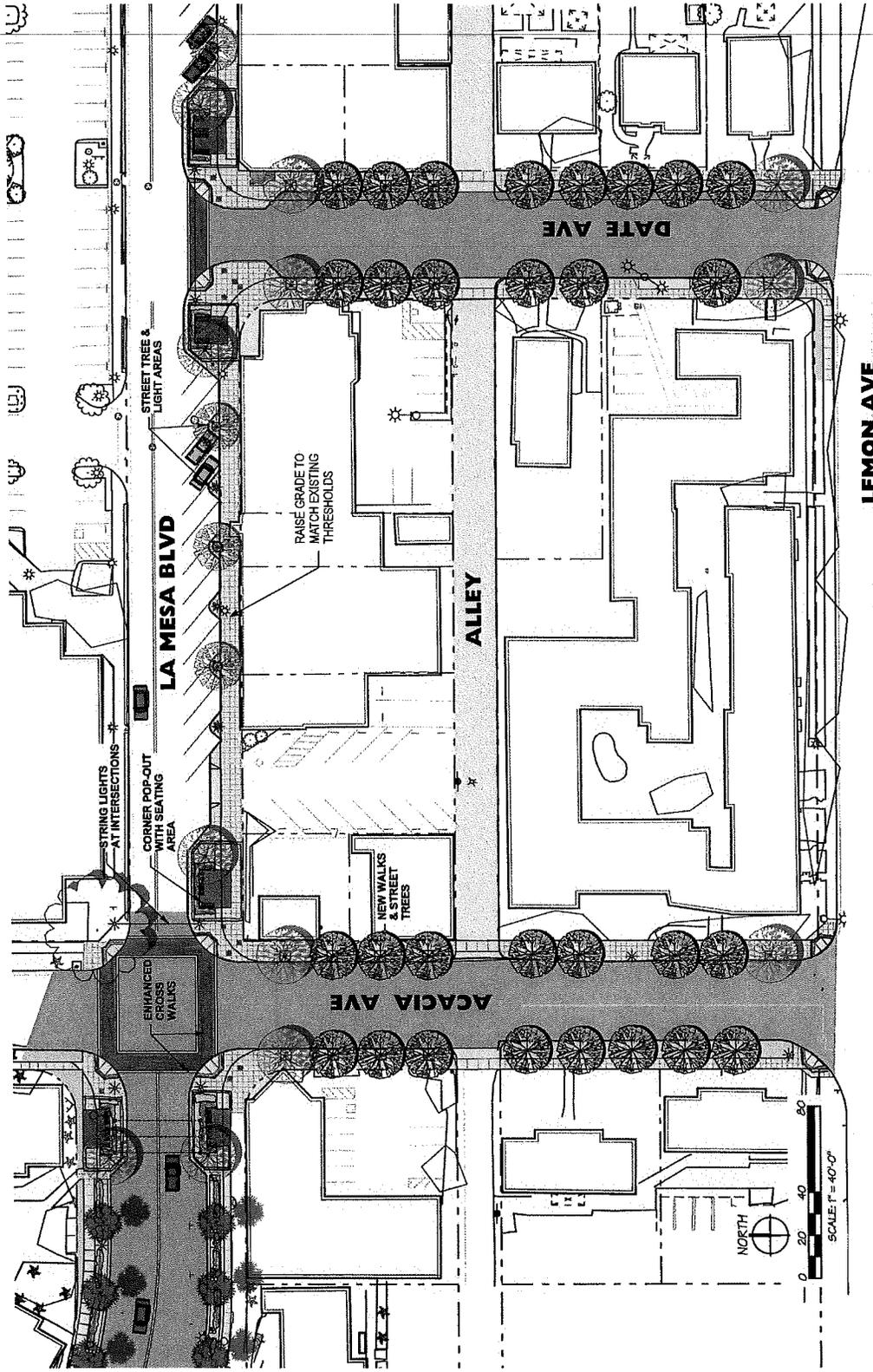
15" x 15" CONCRETE STEPPERS
 ON PAYMENT SIDE OF METER

PARKING METER



VIEW EAST

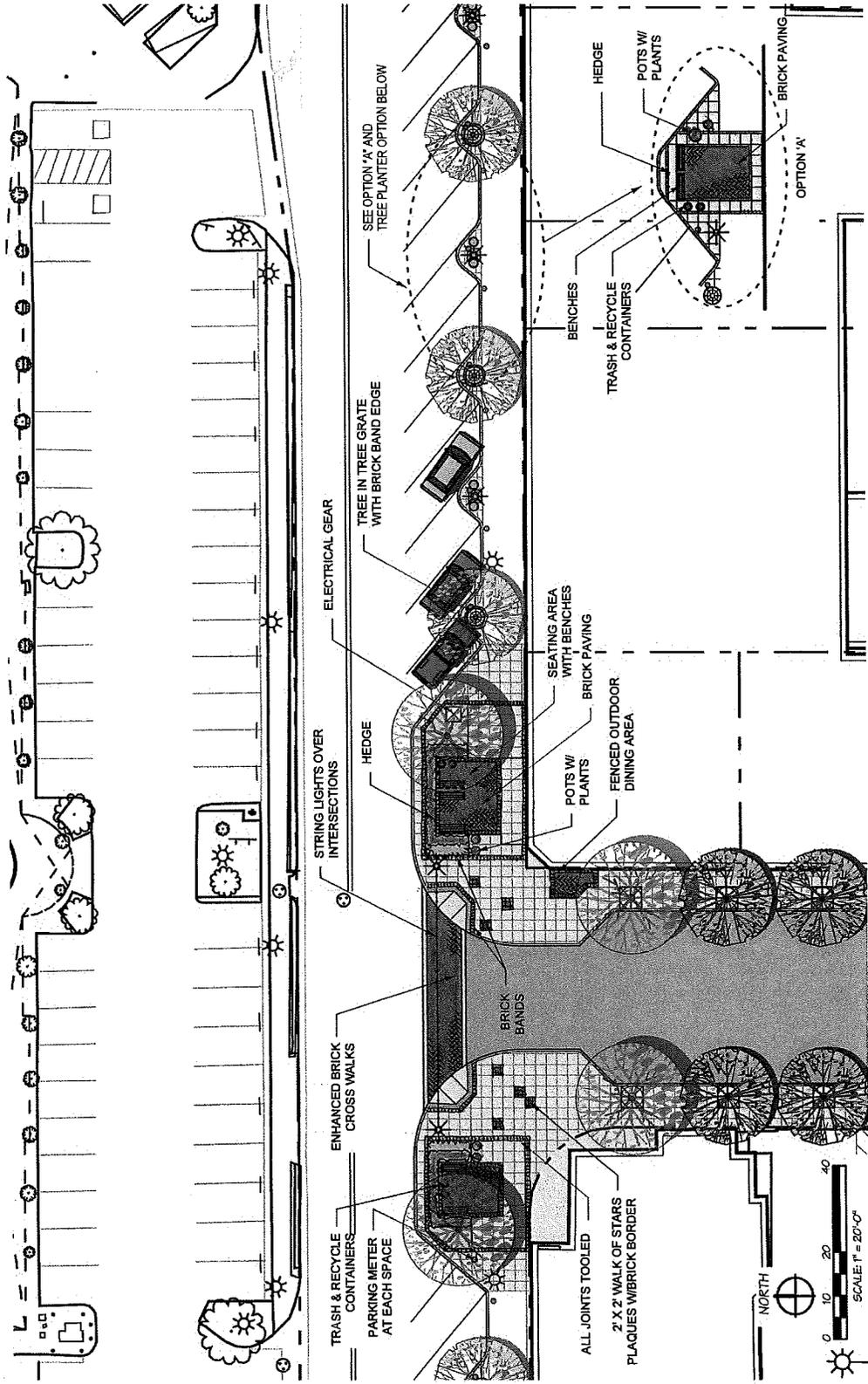


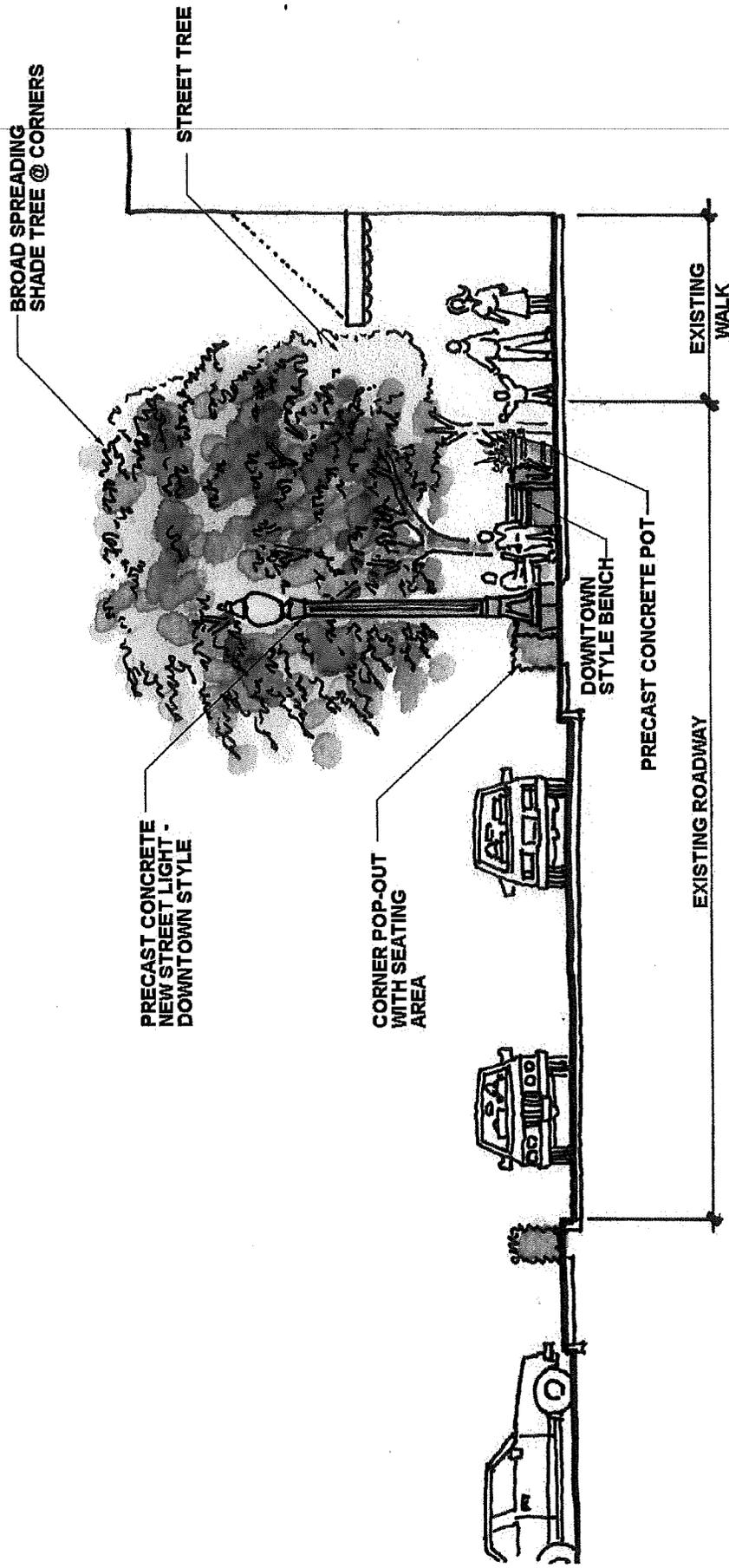


CITY OF LA MESA
LA MESA DOWNTOWN STREETScape MASTER PLAN

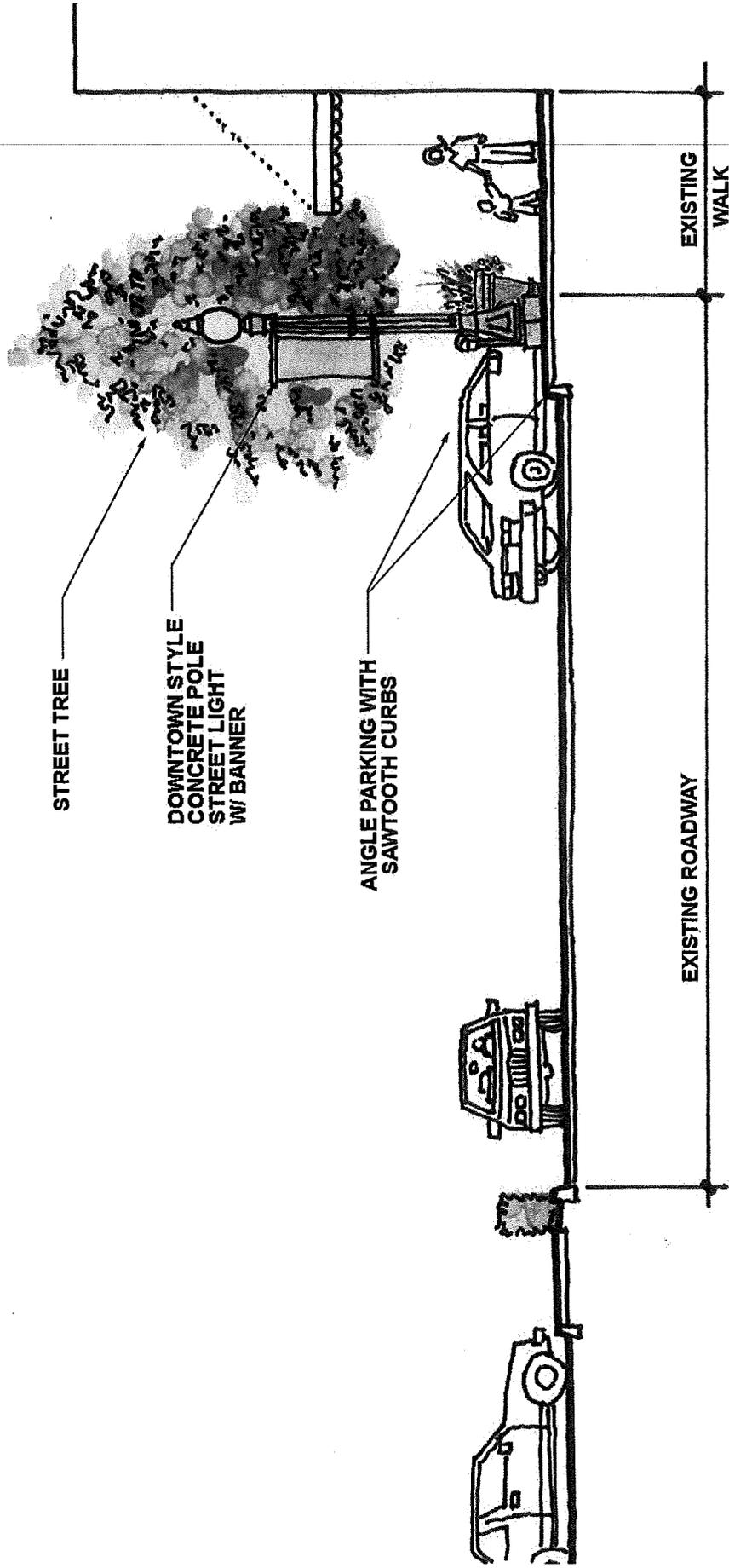
AREA 2 - ACACIA AVENUE TO DATE AVENUE
 Exhibit 9







VIEW EAST



STREET TREE

DOWNTOWN STYLE
CONCRETE POLE
STREET LIGHT
W/ BANNER

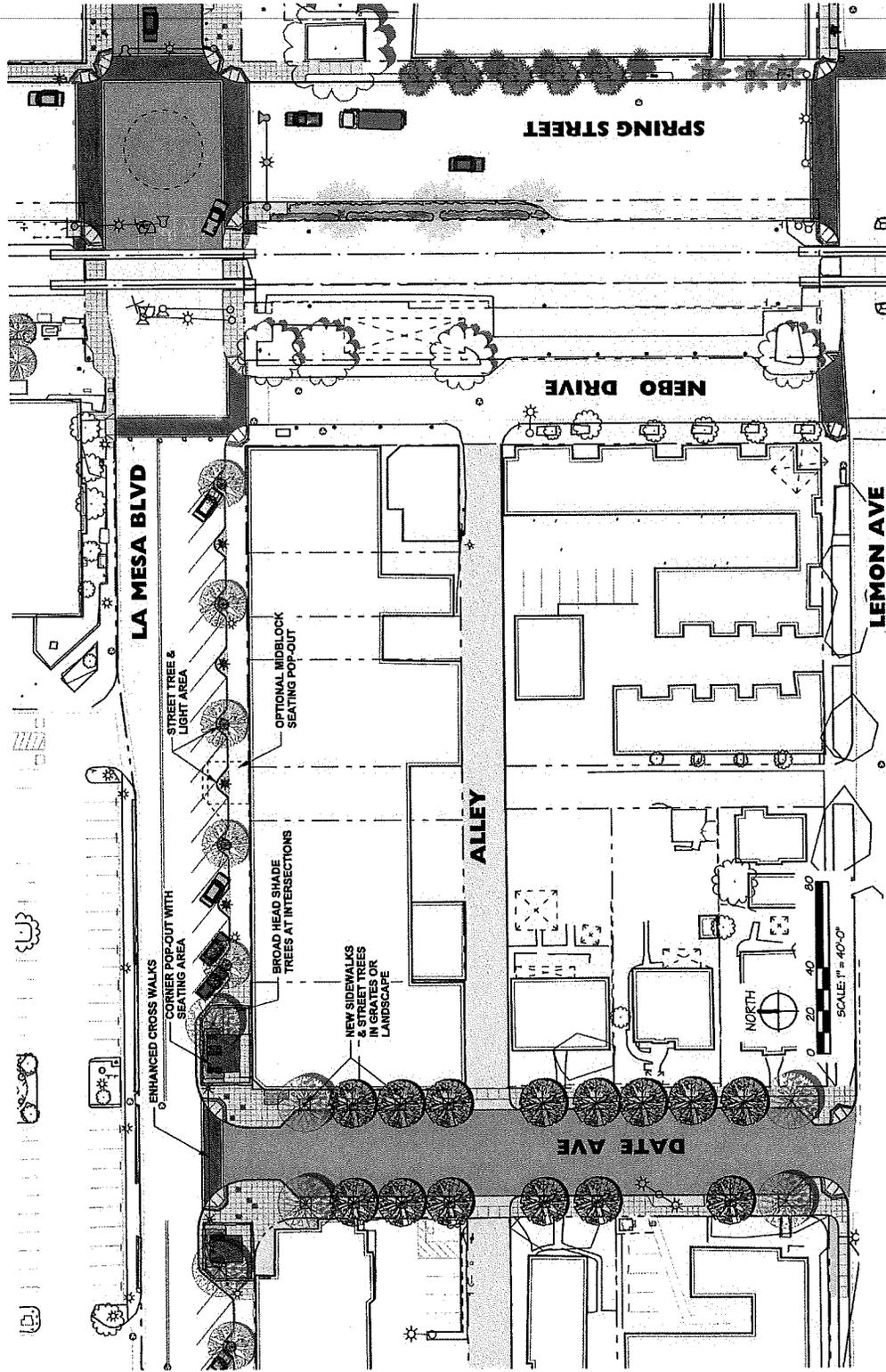
ANGLE PARKING WITH
SAWTOOTH CURBS

EXISTING ROADWAY

EXISTING
WALK

VIEW EAST

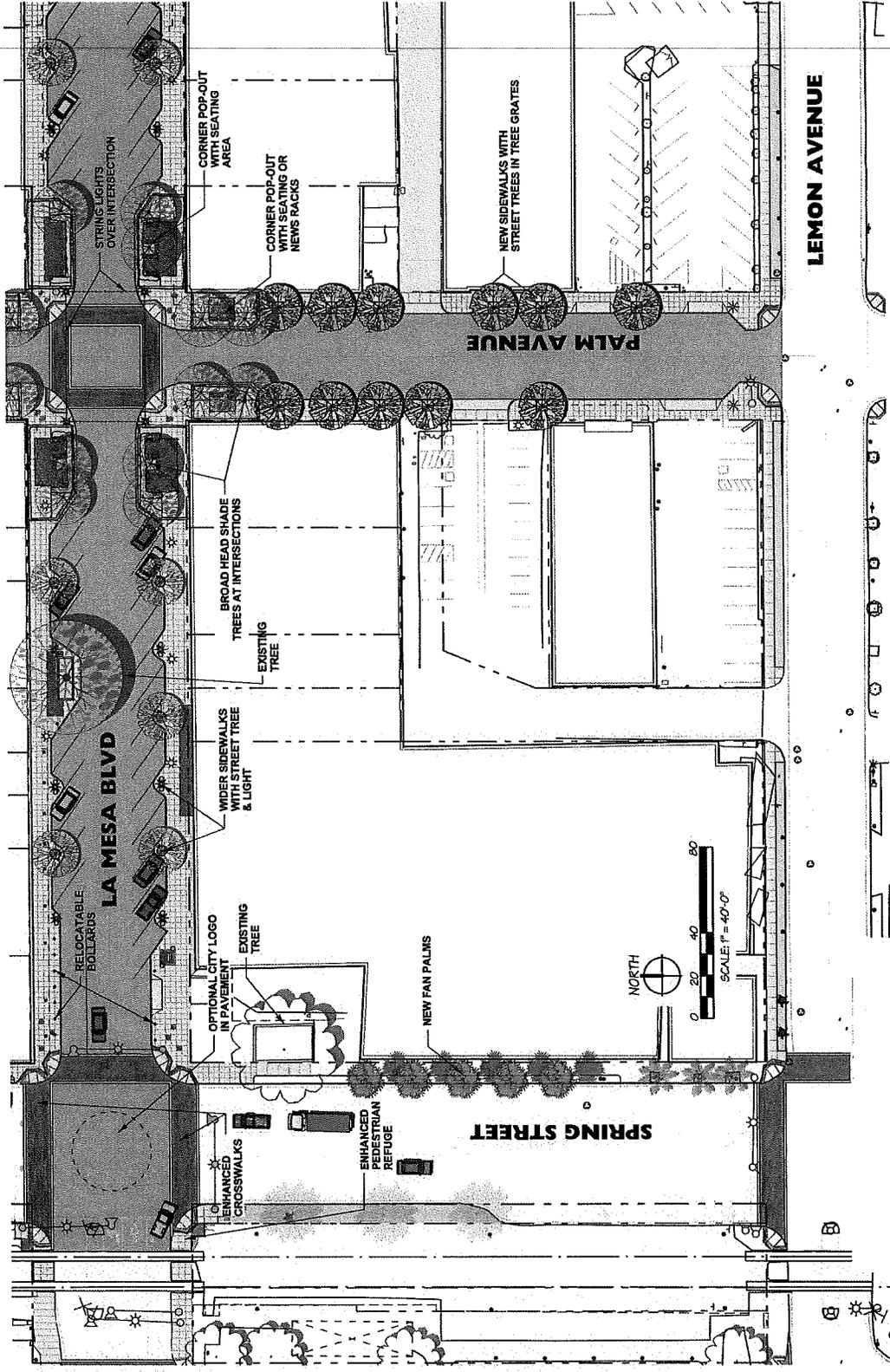


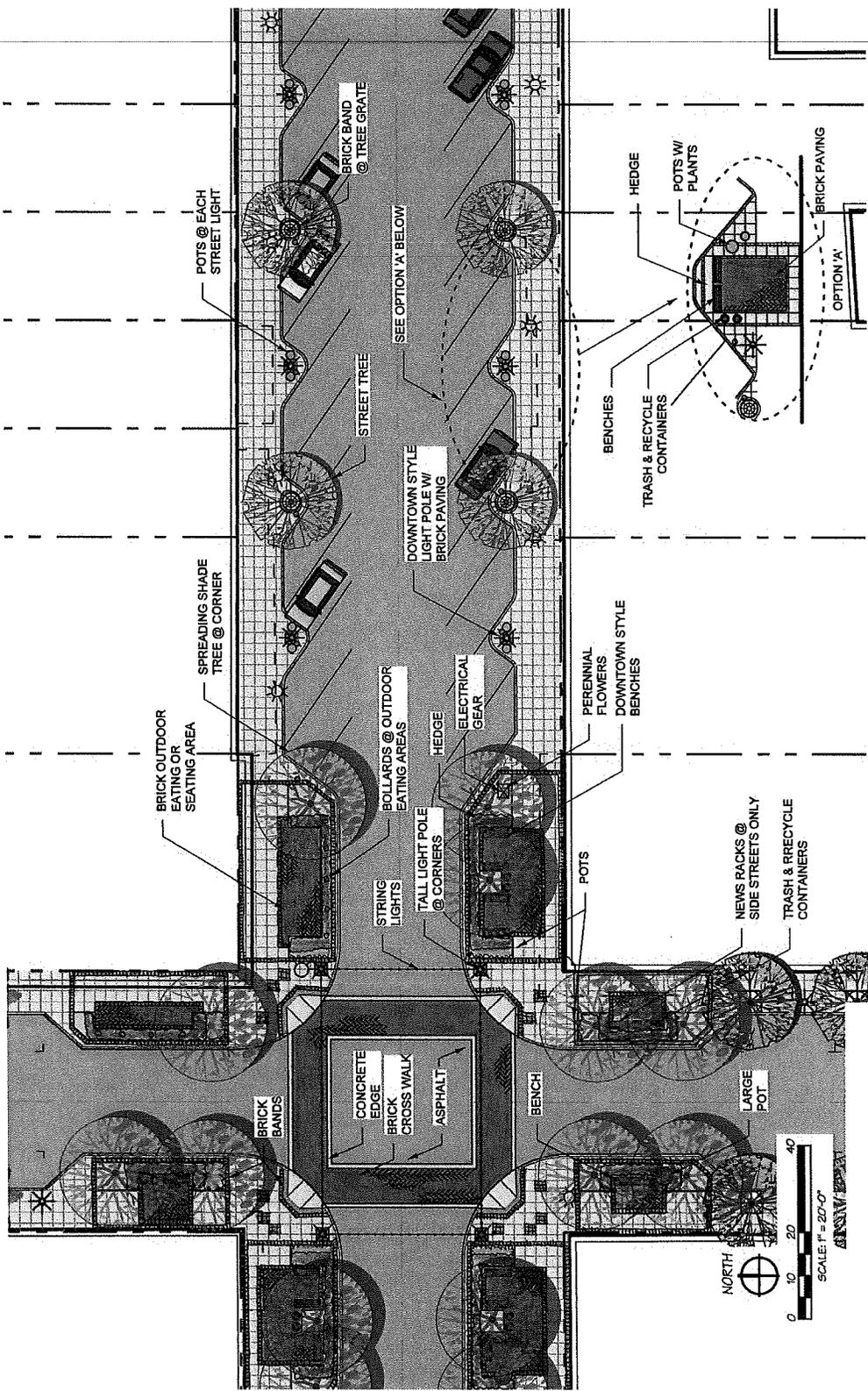


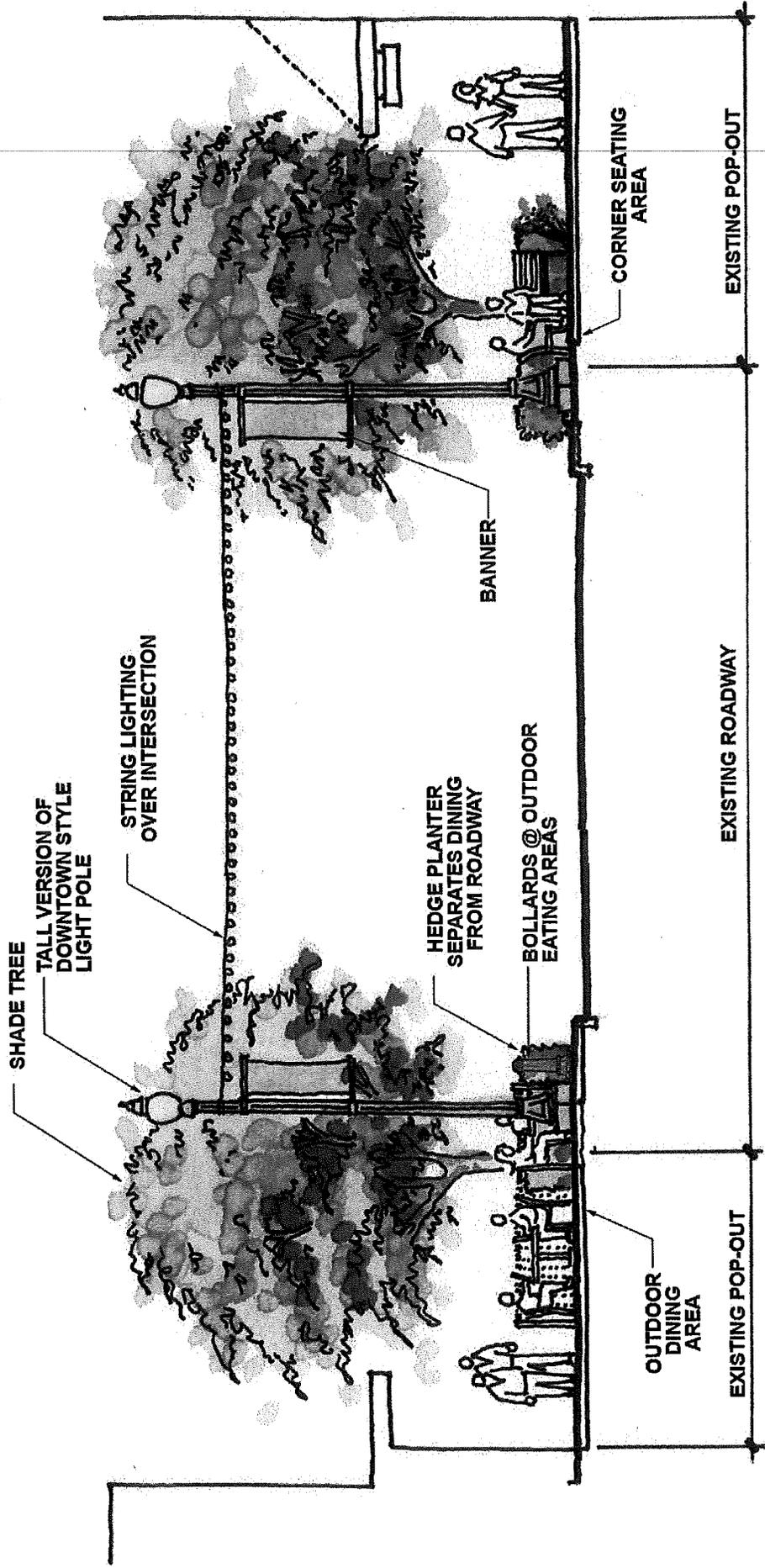
CITY OF LA MESA
LA MESA DOWNTOWN STREETSCAPE MASTER PLAN

AREA 3 - DATE AVENUE TO SPRING STREET
 Exhibit 13









SHADE TREE

TALL VERSION OF DOWNTOWN STYLE LIGHT POLE

STRING LIGHTING OVER INTERSECTION

HEDGE PLANTER SEPARATES DINING FROM ROADWAY

BOLLARDS @ OUTDOOR EATING AREAS

BANNER

CORNER SEATING AREA

OUTDOOR DINING AREA

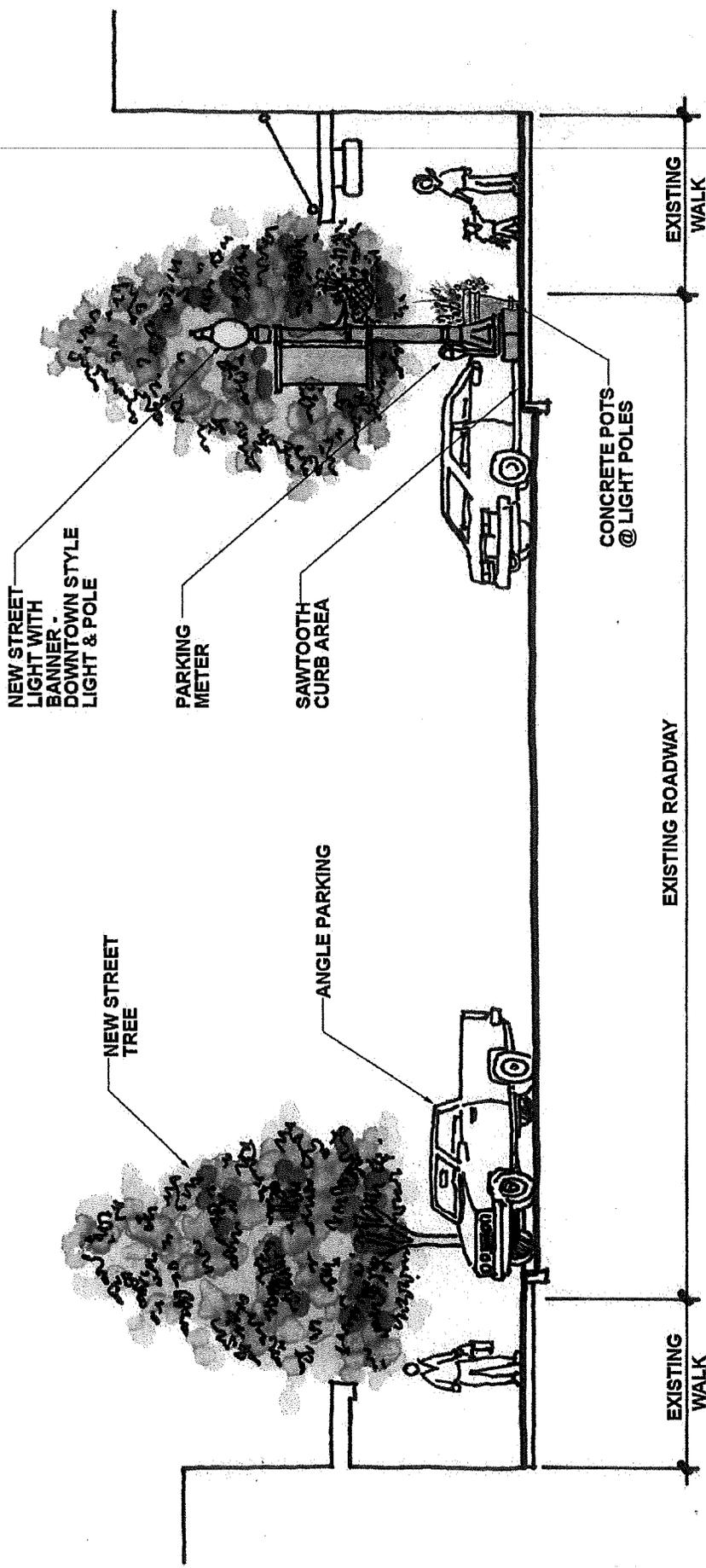
EXISTING ROADWAY

EXISTING POP-OUT

EXISTING POP-OUT

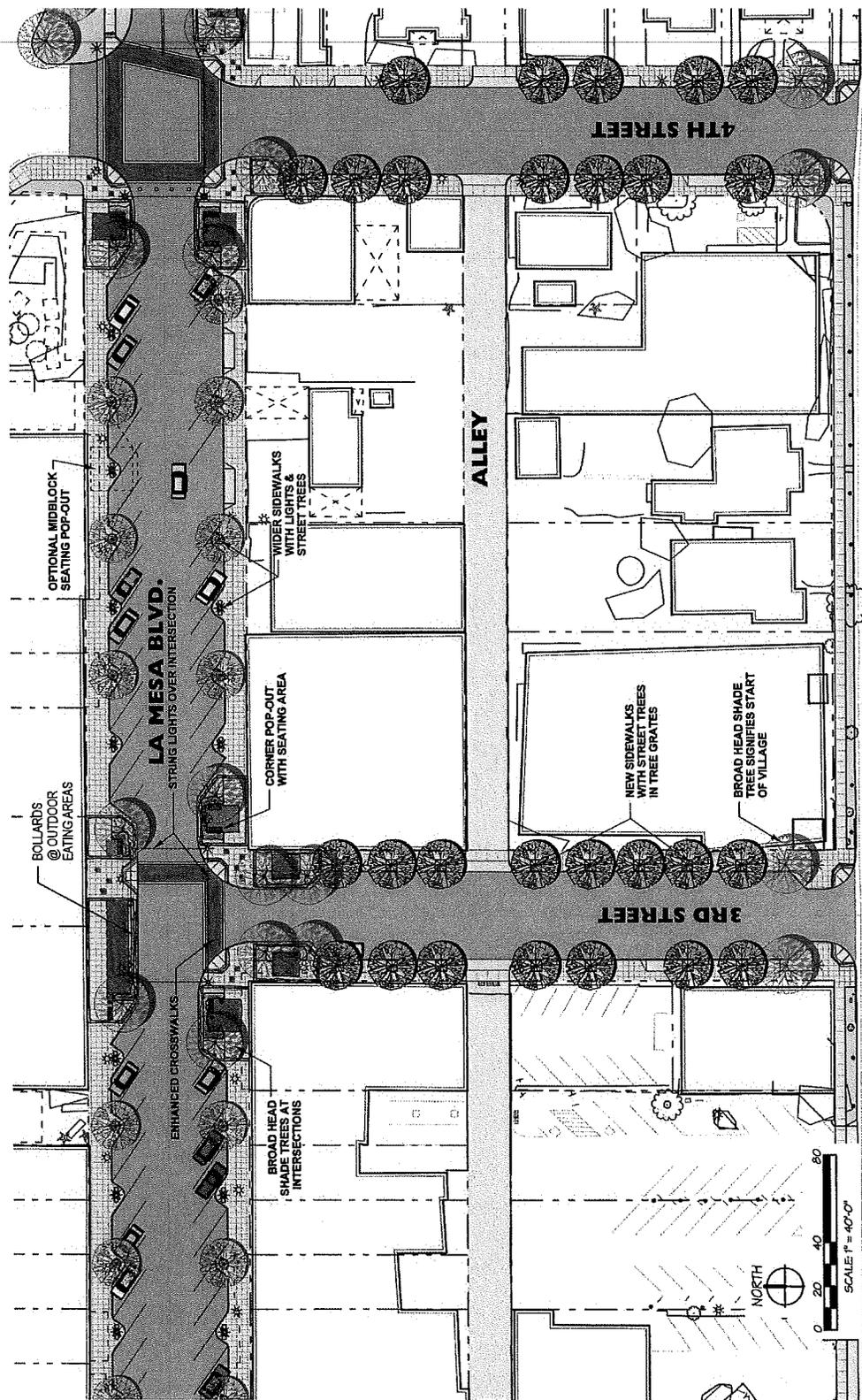
VIEW EAST





VIEW EAST



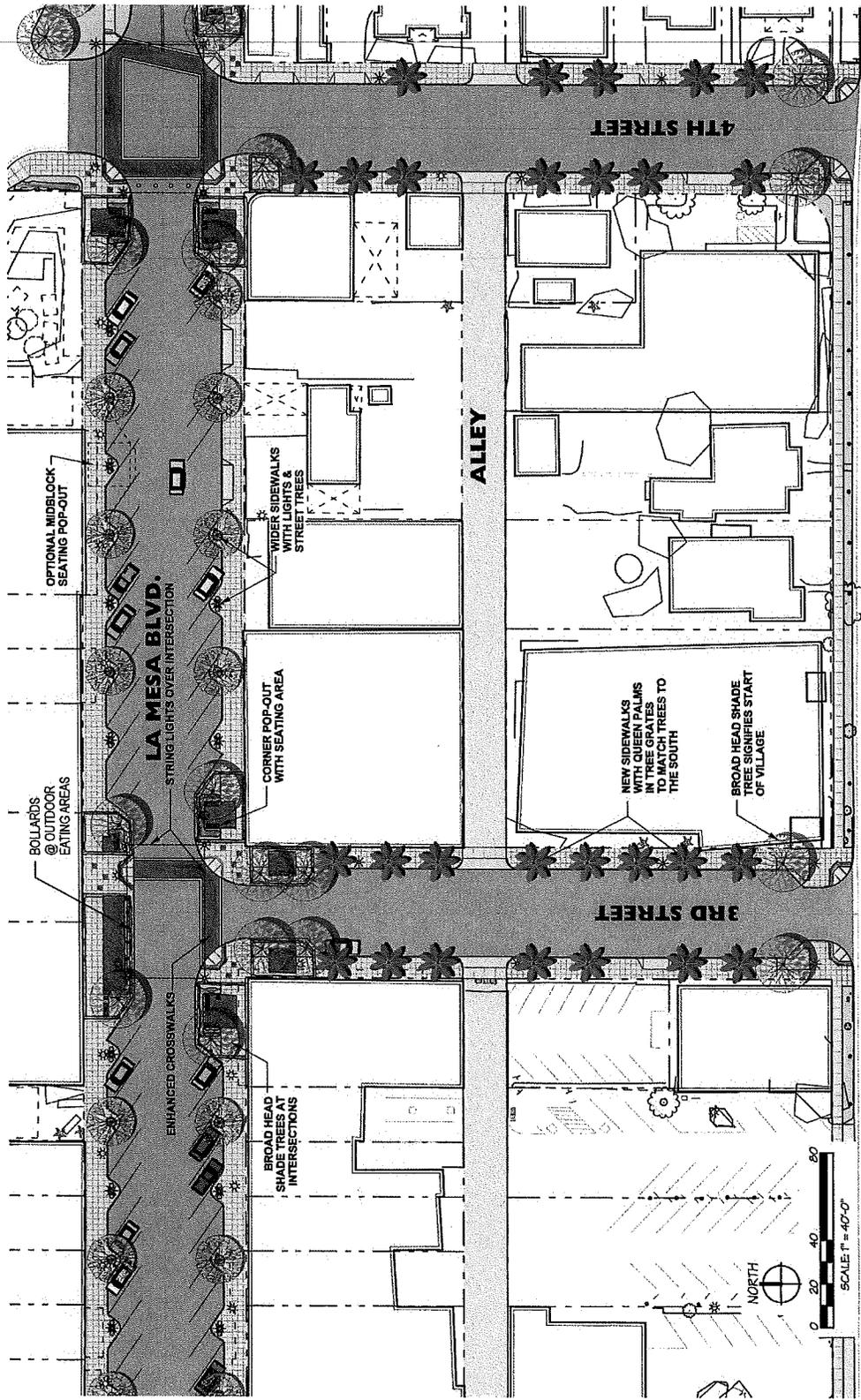


LEMON AVENUE

CITY OF LA MESA
LA MESA DOWNTOWN STREETScape MASTER PLAN

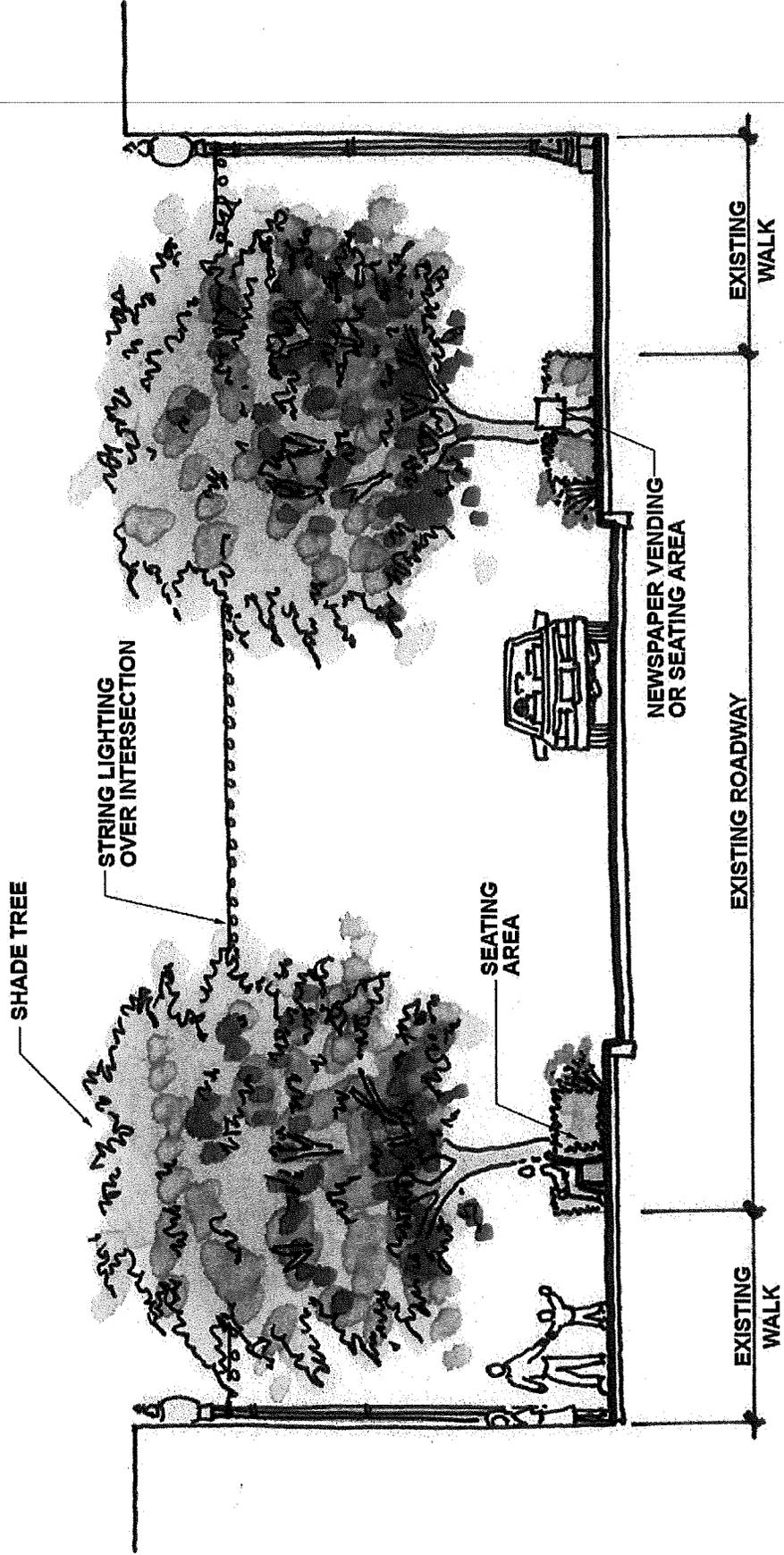
VIEW 5 - 3RD STREET AND 4TH STREET
Exhibit 19



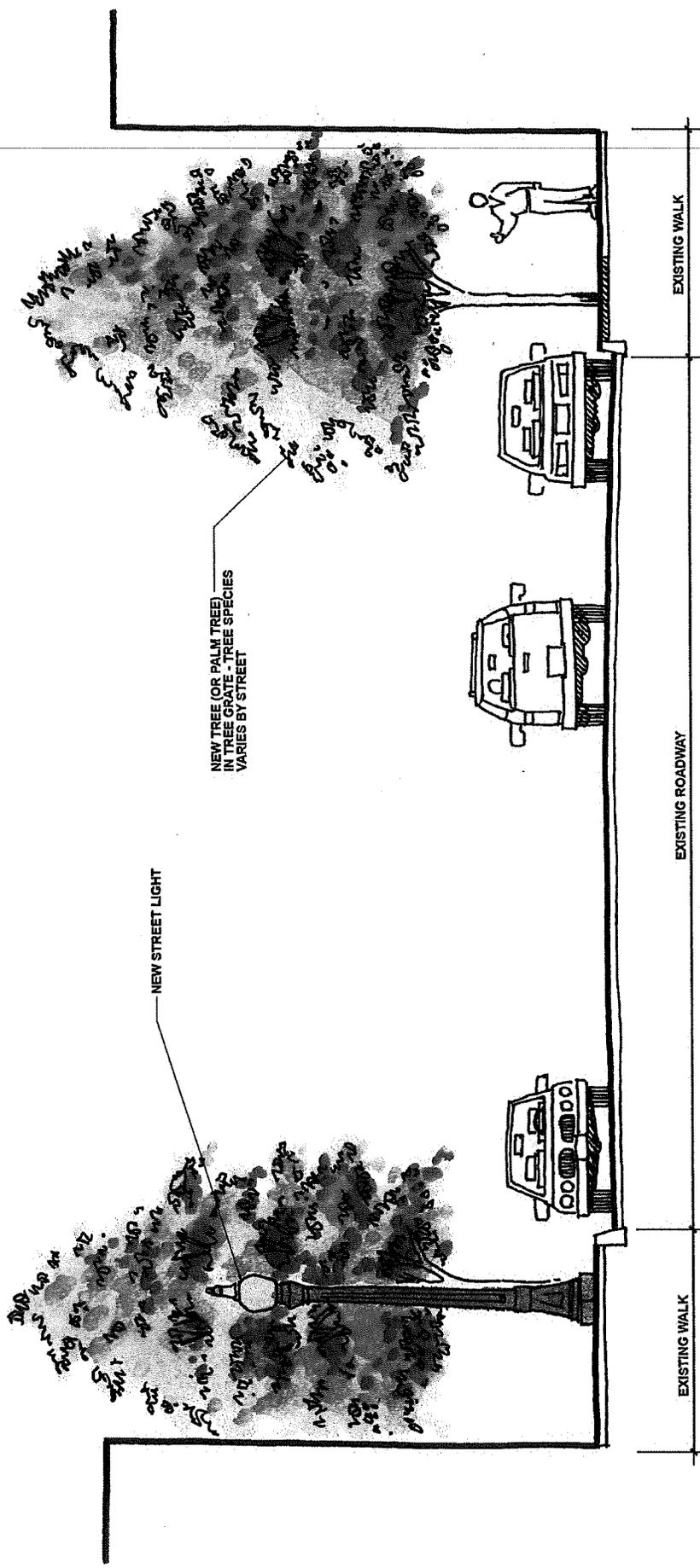


LEMON AVENUE



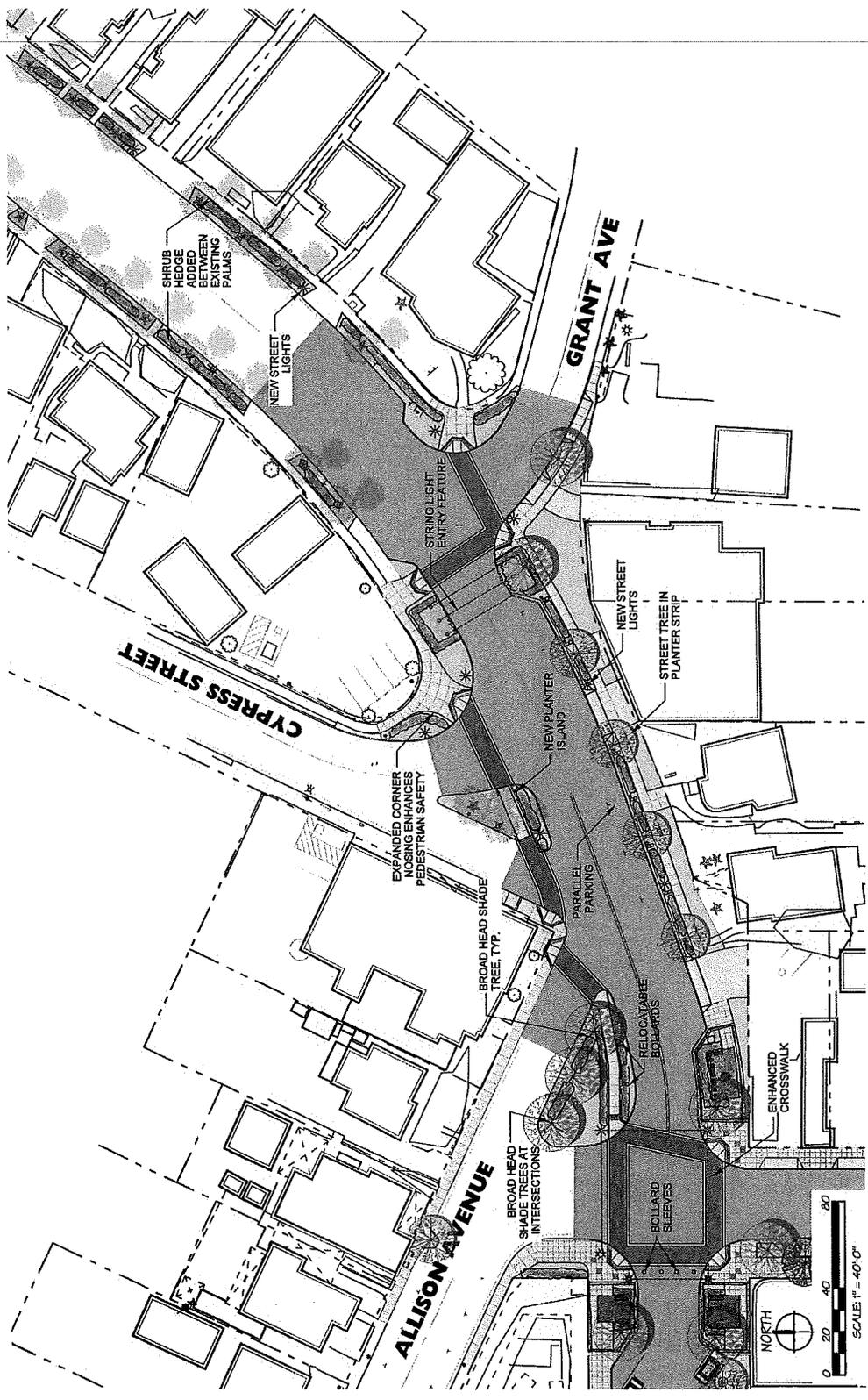


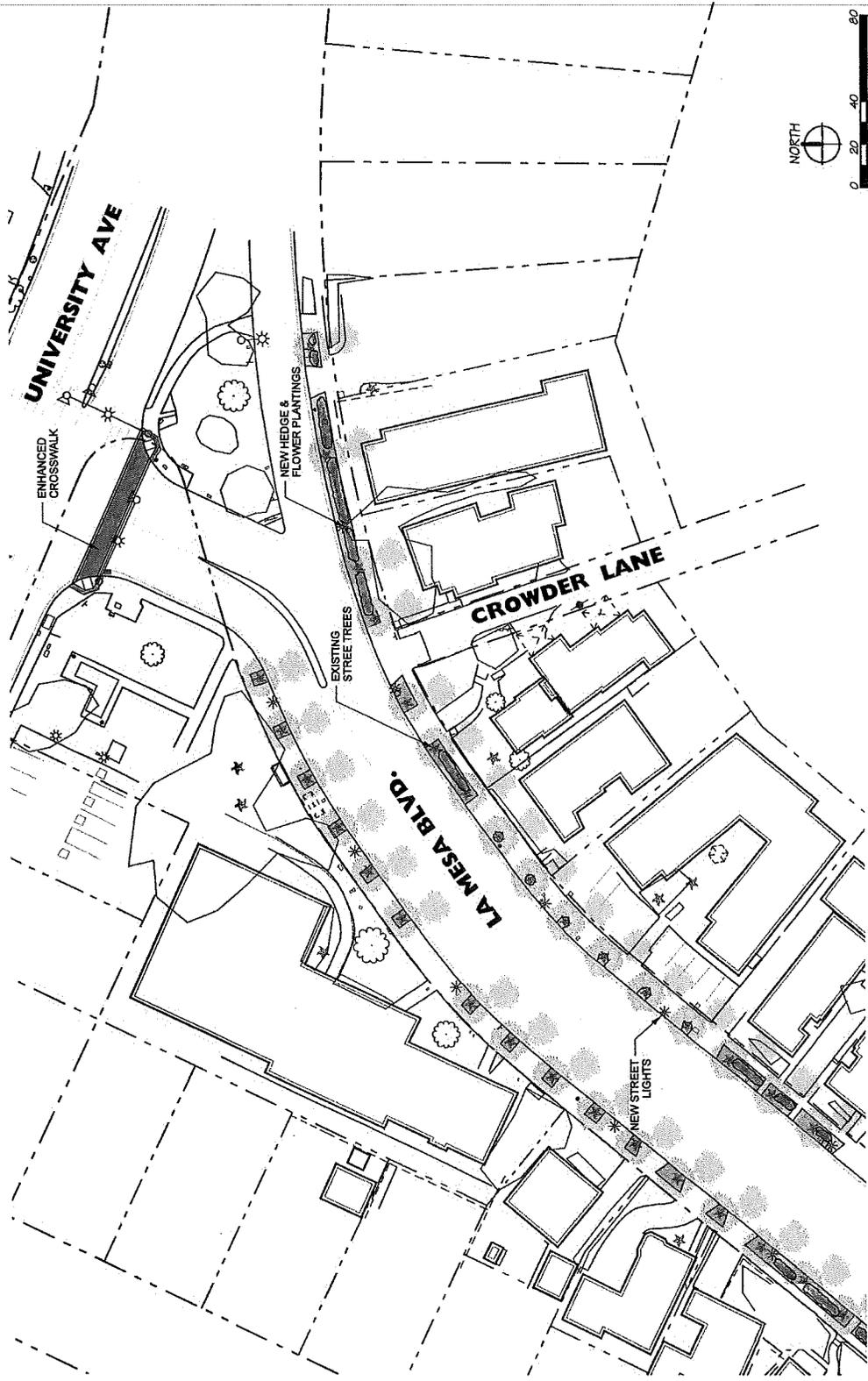
VIEW NORTH



VIEW NORTH



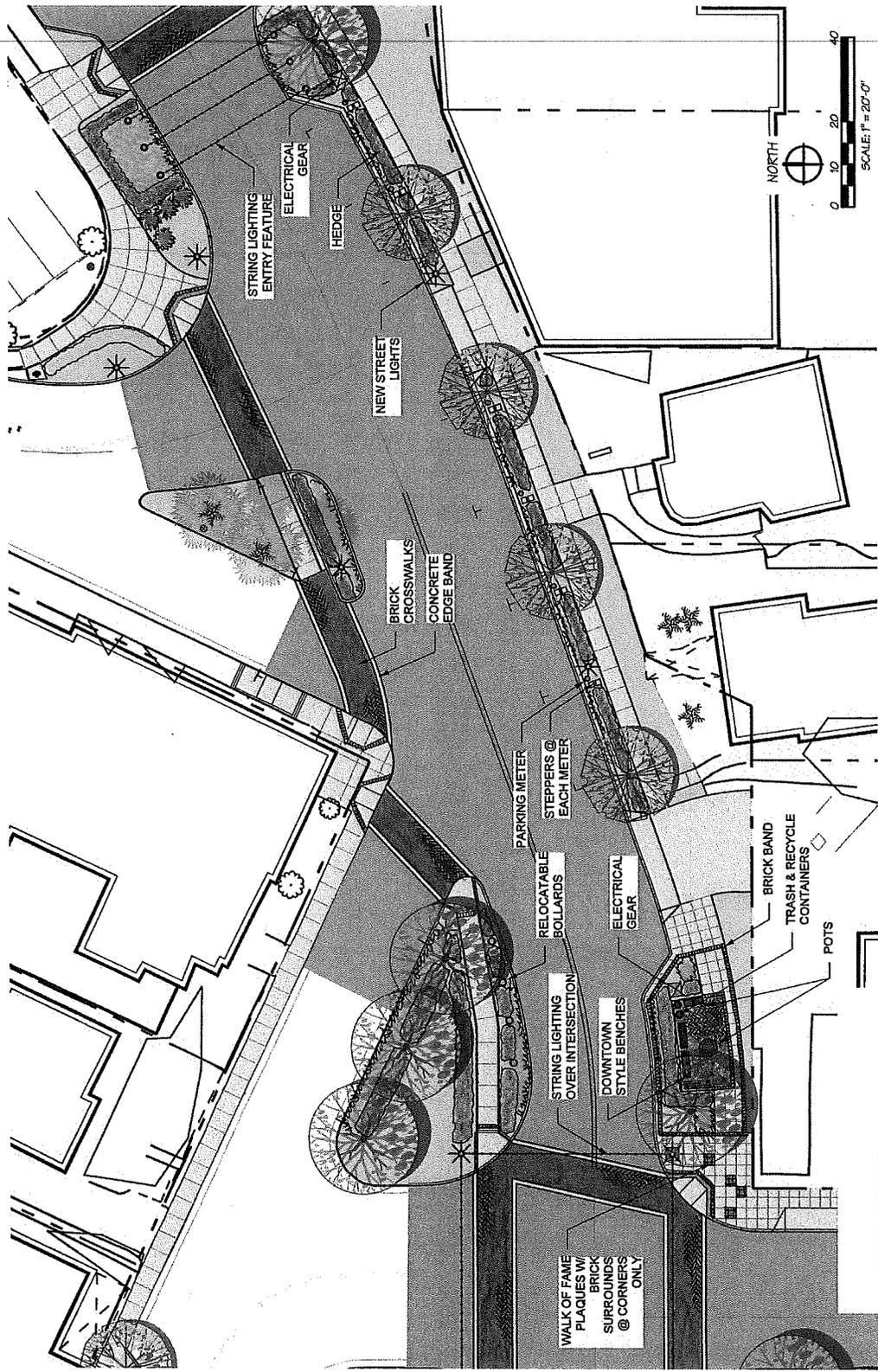




CITY OF LA MESA
LA MESA DOWNTOWN STREETSCAPE MASTER PLAN

AREA 6 EAST - EAST UNIVERSITY ENTRY
 Exhibit 24

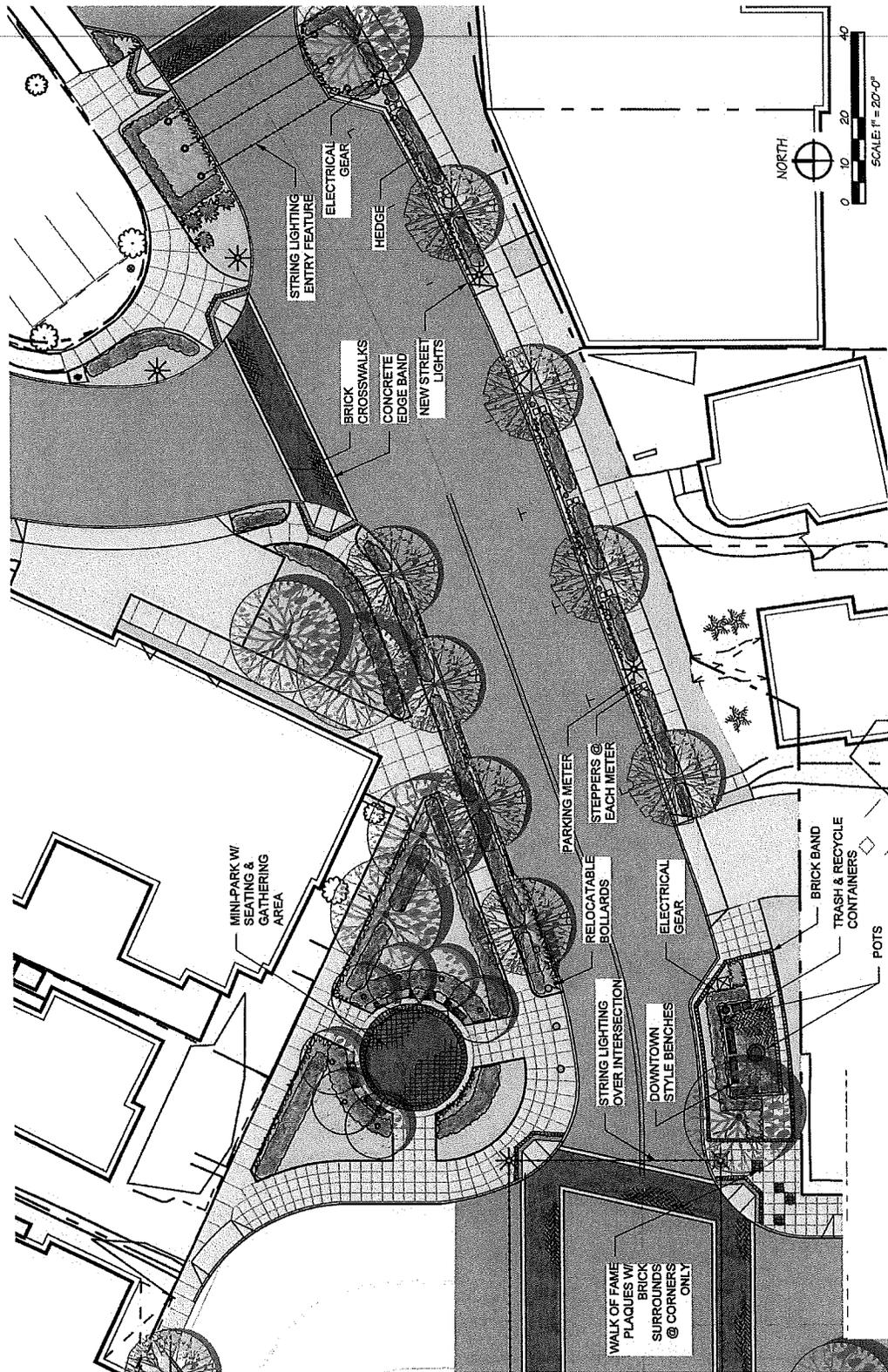




CITY OF LA MESA
LA MESA DOWNTOWN STREETSCAPE MASTER PLAN

AREA 6 - EAST ENTRY DETAIL PLAN
Exhibit 25

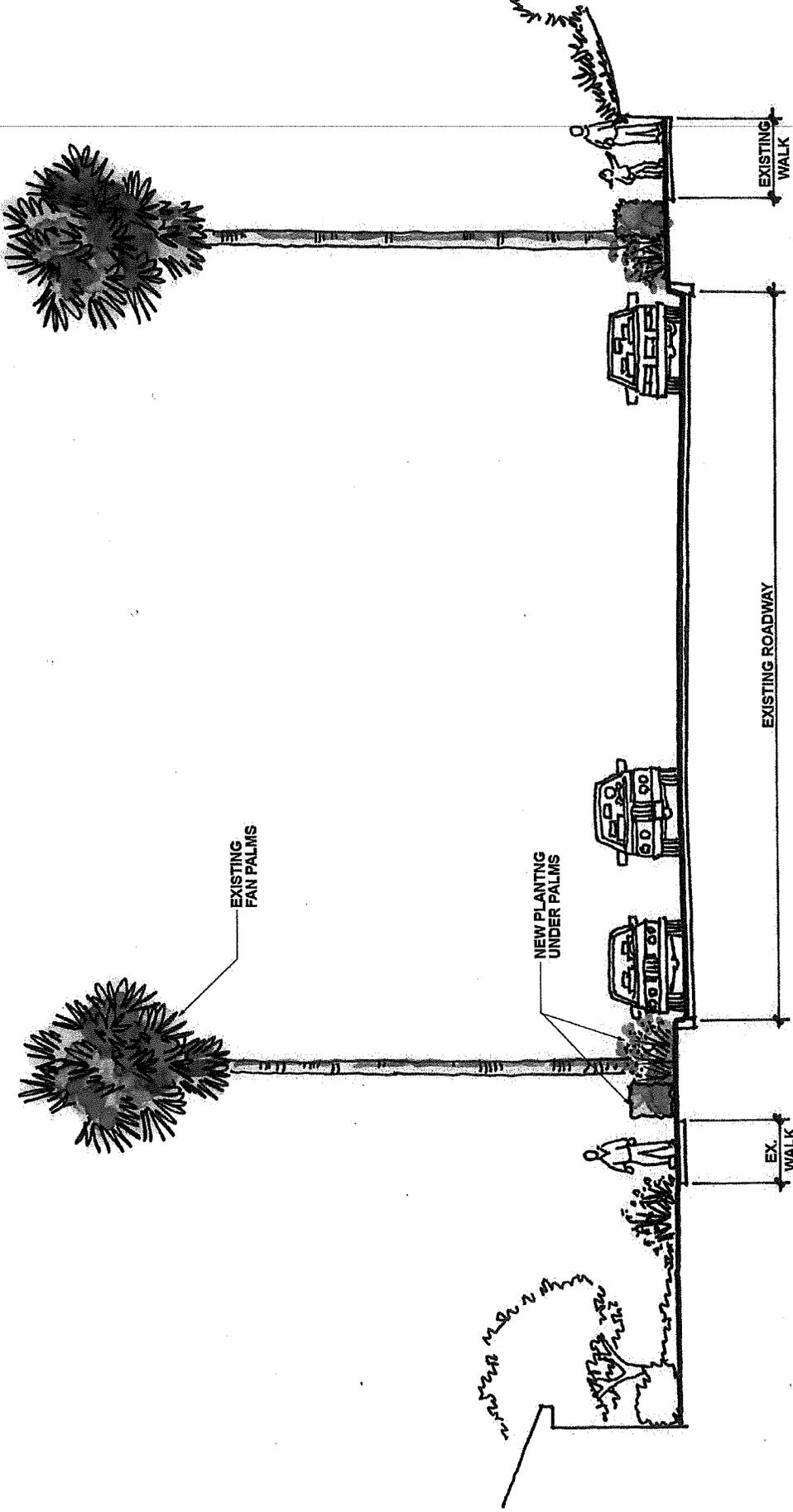




CITY OF LA MESA
LA MESA DOWNTOWN STREETScape MASTER PLAN

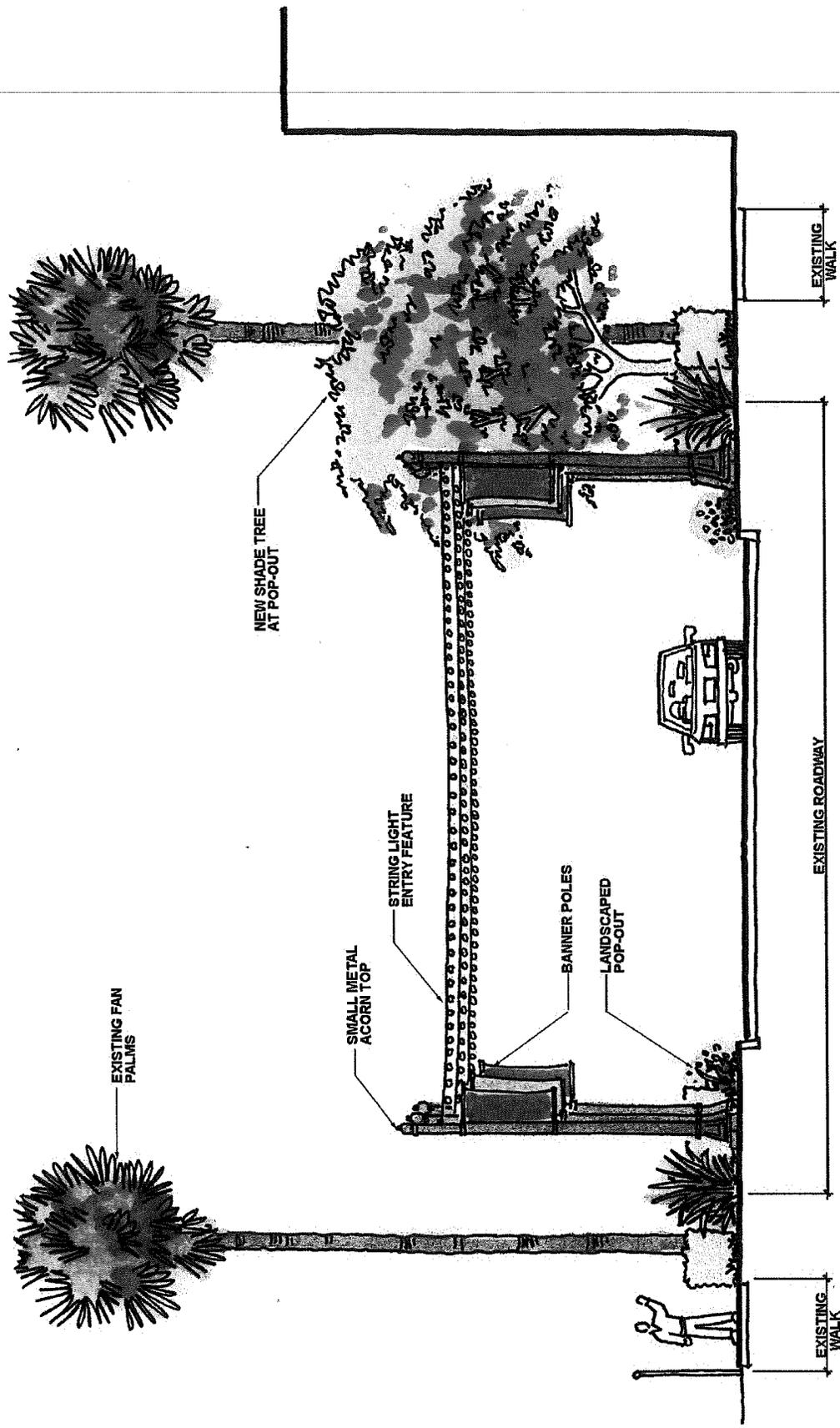
AREA 6 - EAST ENTRY ALTERNATE DETAIL PLAN
 Exhibit 26





VIEW NORTH

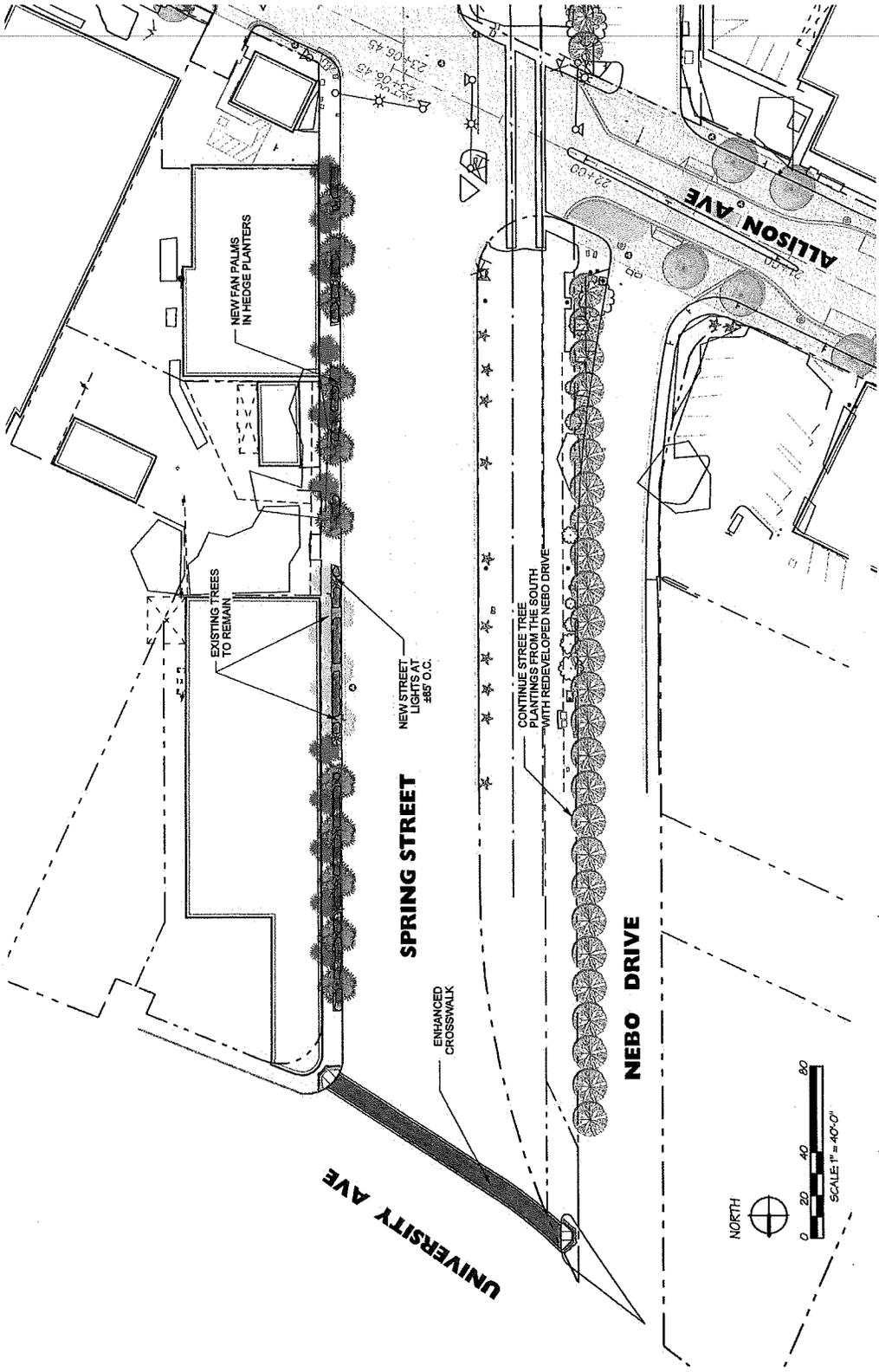




VIEW NORTH



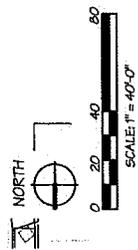
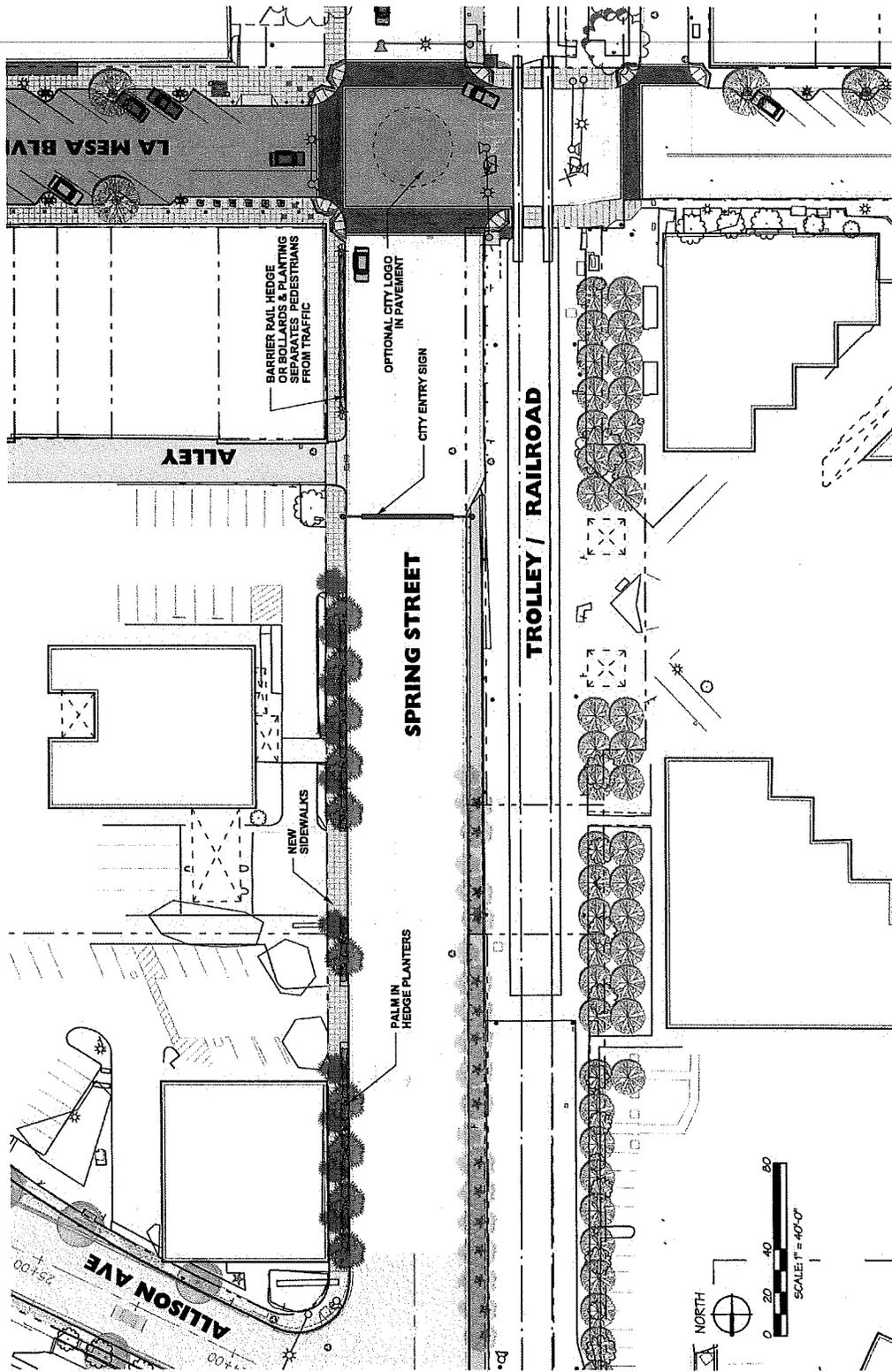


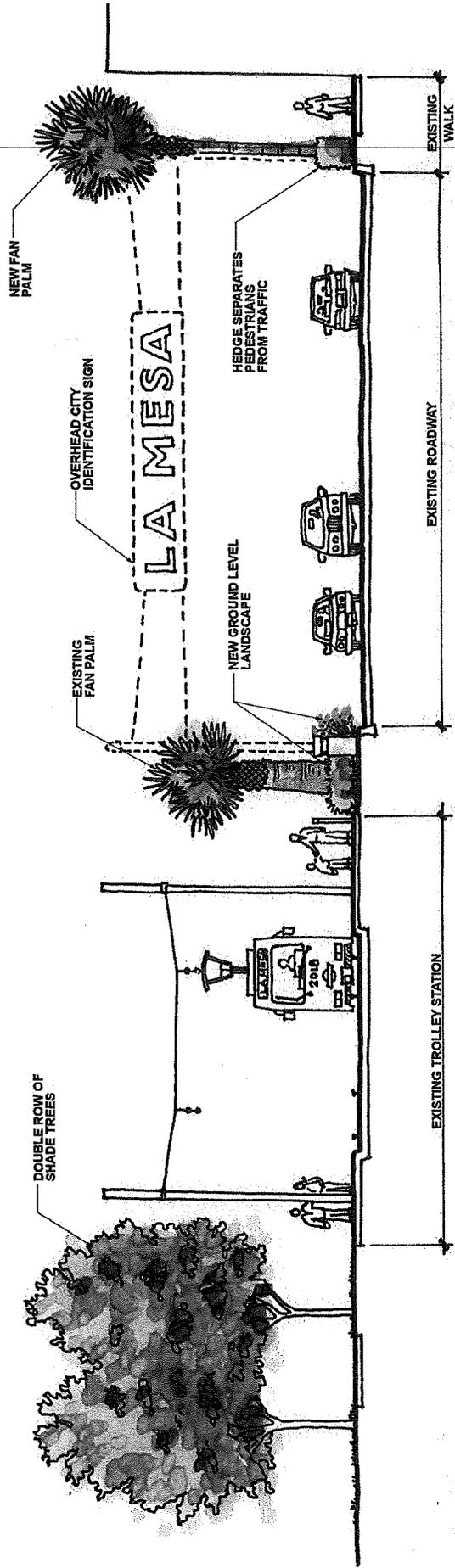


CITY OF LA MESA
 DIVISION OF PLANNING

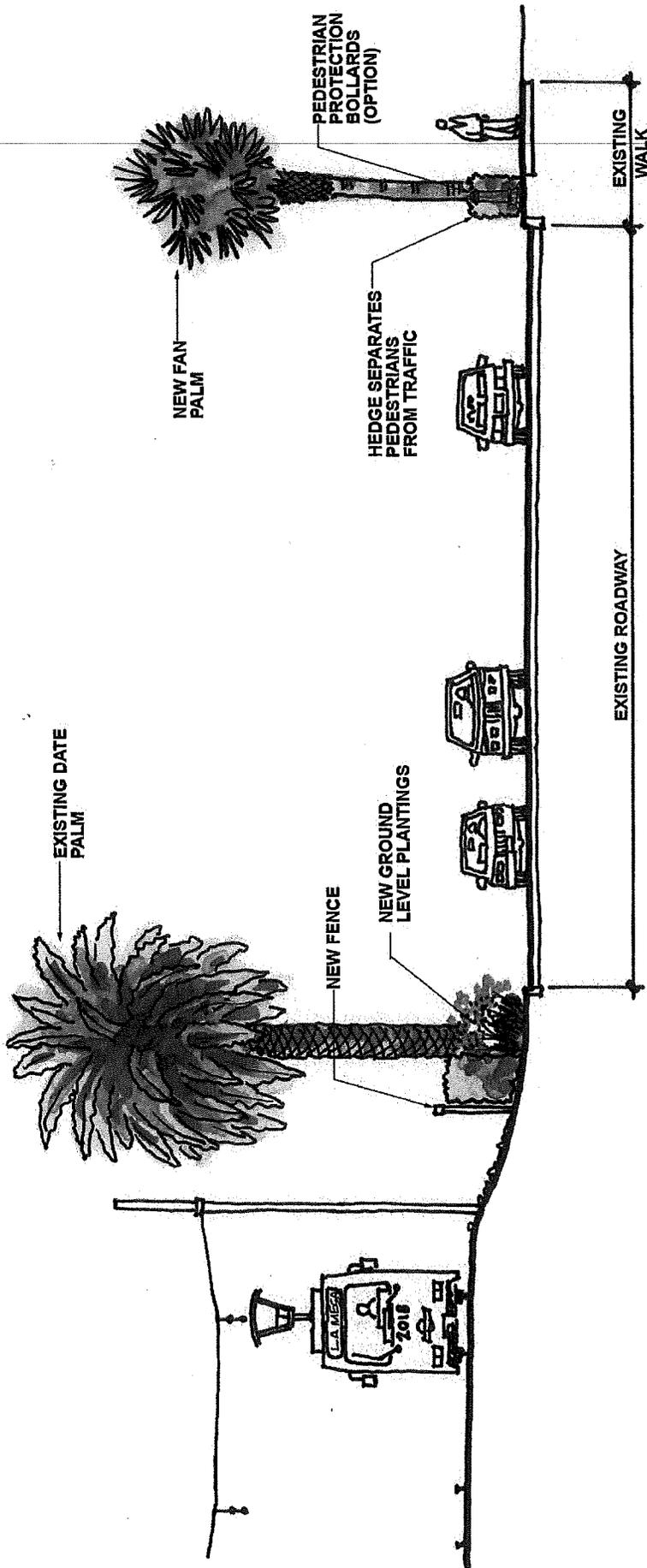
RBF CONSULTING

DFEA





VIEW NORTH

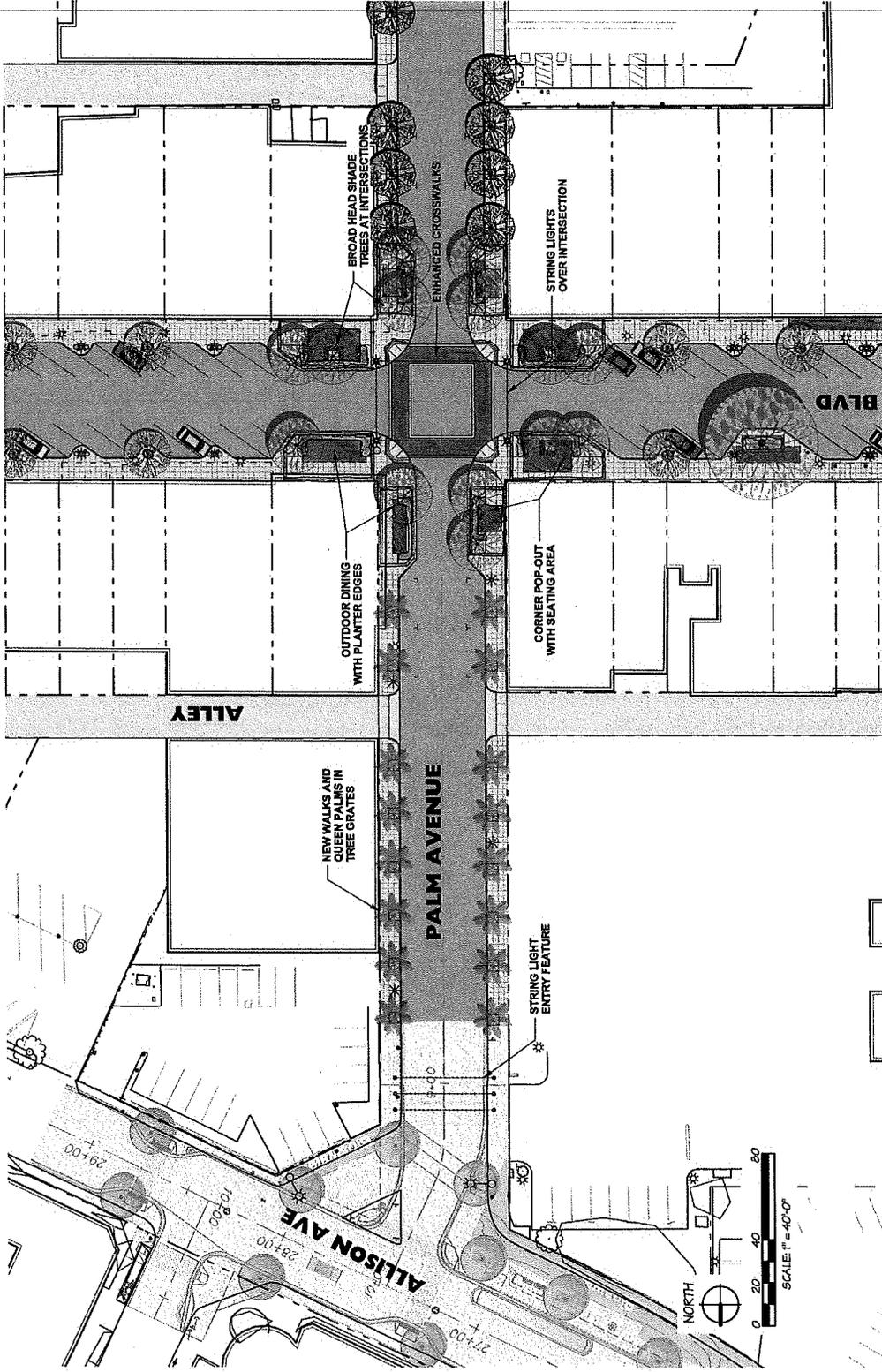


VIEW NORTH

CITY OF LA MESA
LA MESA DOWNTOWN STREETSCAPE MASTER PLAN



AREA 7 - SKETCH B
Exhibit 32

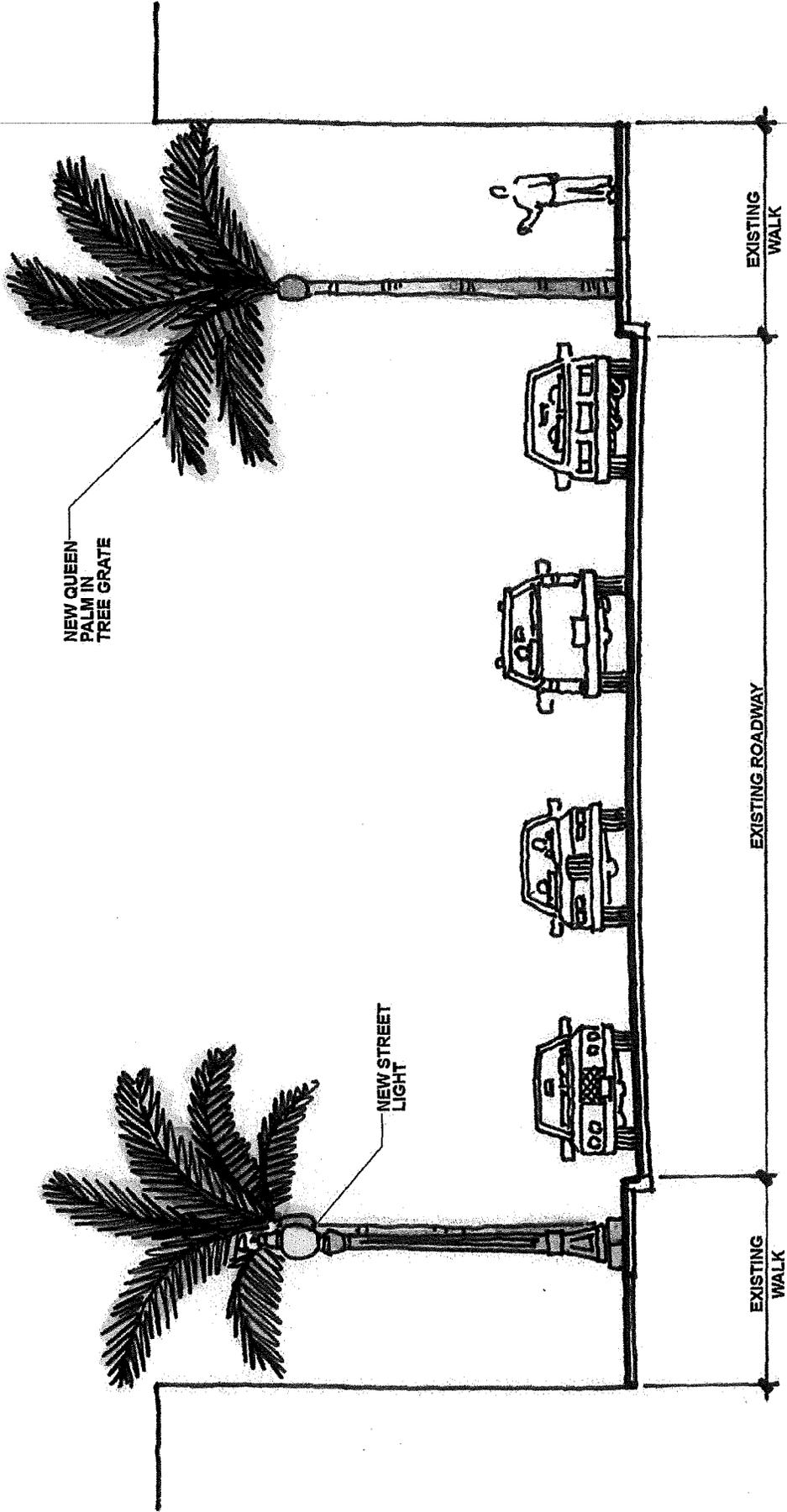


CITY OF LA MESA
LA MESA DOWNTOWN STREETScape MASTER PLAN

AREA 8 - PALM AVENUE NORTH
 Exhibit 33

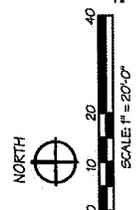
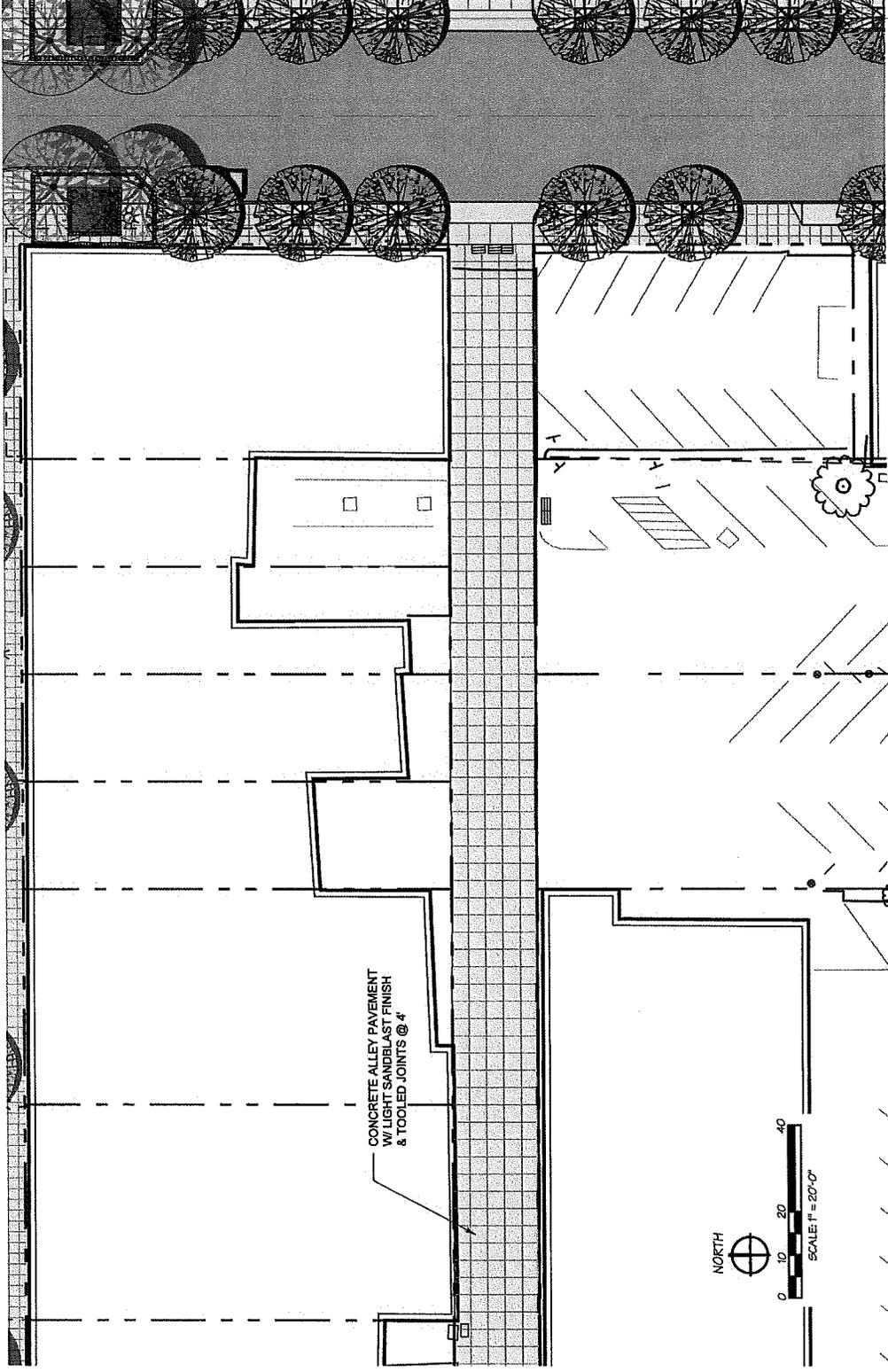


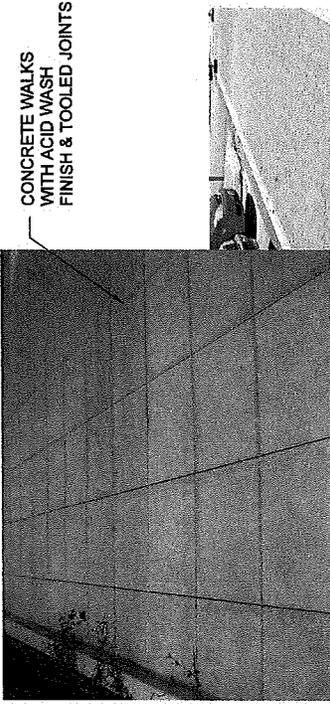




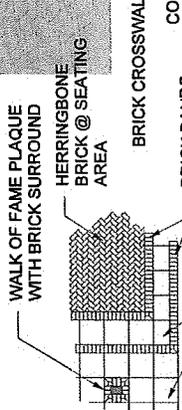
VIEW NORTH







CONCRETE WALKS WITH ACID WASH FINISH & TOOLED JOINTS



WALK OF FAME PLAQUE WITH BRICK SURROUND

HERRINGBONE BRICK @ SEATING AREA

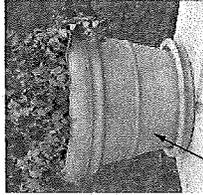
BRICK CROSSWALKS

BRICK BANDS

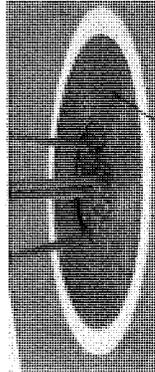
NATURAL GREY CONCRETE WALK WITH ACID WASH FINISH & TOOLED JOINTS



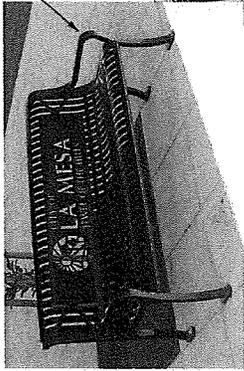
CONCRETE EDGE BAND



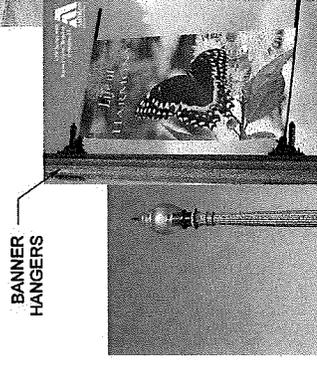
PRECAST POTTS WITH TERRA COTTA FINISH



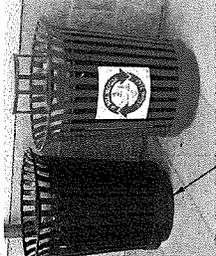
ROUND THREE GRATE



METAL BENCH



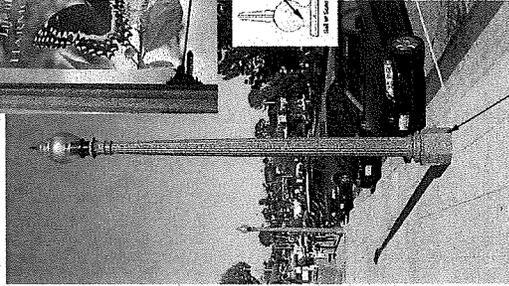
BANNER HANGERS



TRASH & RECYCLING CONTAINERS



RELOCATABLE METAL BOLLARD

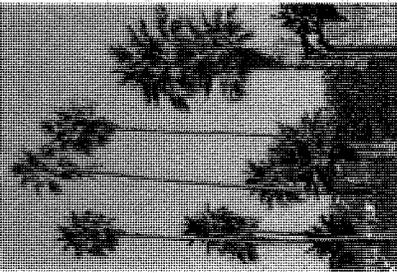


POST FINAL AT SECONDARY ENTRY POLES

PRECAST CONCRETE LIGHT POLE WITH ACORN STYLE LIGHT



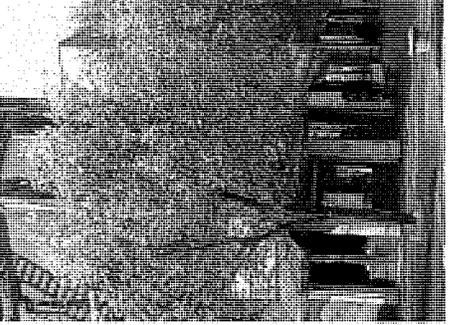
METAL FENCE @ OUTDOOR EATING AREAS



WASHINGTONIA ROBUSTA - MEXICAN FAN PALM
LA MESA BLVD STREET TREE &
SPRING STREET ALTERNATIVE



SYAGRUS ROMANIZOFFIANUM - QUEEN PALM
SPRING STREET & SIDE STREET -
STREET TREE ALTERNATIVE



PYRUS CALLERYANA - FLOWERING PEAR
SIDE STREET - STREET TREE ALTERNATIVE



ARBUTUS UNEDO MARINA - STRAWBERRY TREE
SIDE STREET - STREET TREE ALTERNATIVE



SAPINDUS SEBIFERUM - CHINESE TALLOW TREE
LA MESA BLVD. STREET TREE



ULMUS PARVIFOLIA - CHINESE EVERGREEN ELM
STREET TREE AT ALL STREET INTERSECTIONS



BAUHINIA VARIEGATA - ORCHID TREE
SIDE STREET - STREET TREE ALTERNATIVE



GINKGO BILOBA - MAIDENHAIR TREE
SIDE STREET - STREET TREE ALTERNATIVE



CITY OF LA MESA
LA MESA DOWNTOWN STREETSCAPE MASTER PLAN