

Notice of Exemption

To:

Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of San Diego
1600 Pacific Highway, Suite 260
San Diego, CA 92101

From:

San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, CA 92101

Project Applicant: Keith Greer
San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, CA 92101

FILED

Ernest J. Dronenburg, Jr. Recorder County Clerk

Project Title: Orange Bikeway Project ("proposed project").

JUL 26 2019

Project Location: City of San Diego, San Diego County.BY C. TERIN
DEPUTY

Description of Specific Location, Nature, Purpose, and Beneficiaries of Project: The Orange Bikeway is one of seven segments planned as part of the North Park | Mid-City Bikeways, which will add approximately 13 miles of bike facilities and connect the North Park and Mid-City neighborhoods. The 2-mile Orange Bikeway Project proposes to close gaps within the regional bike network and improve the comfort and safety of people who bike in the project area, as well as make Orange Avenue more pleasant for everyone – people who walk, bike, work, and live there.

The proposed project will help make biking a viable transportation choice for people of all ages and abilities through the implementation of buffered bike lanes and traffic calming features that reduce vehicle speeds and volumes to enhance the safety and comfort of the street. Proposed traffic calming features include neighborhood traffic circles, curb extensions, pedestrian-actuated crossings, bicycle boxes, leading pedestrian intervals, raised crosswalks, high-visibility crosswalks, and channelizer medians. These facilities provide varying degrees of perceived and actual safety desired by people who are interested in biking for transportation, but who are concerned about the safety of riding on streets with higher levels of traffic stress.

The proposed bikeway will also provide important connections to several regional bikeways including Howard Bikeway to the west, University Bikeway to the east, and Central Avenue Bikeway in the center. These planned regional bikeways connect to and through the following neighborhoods: University Heights, North Park, City Heights, and Eastern Area.

The project is also consistent with local plans to provide a bicycle boulevard along Orange Avenue. Bicycle boulevards are low-stress routes that give priority to non-motorized users and are designed to reduce vehicular speeds and volumes, creating a safe and comfortable environment for people walking and biking. In addition to the City of San Diego Bicycle Master Plan and the SANDAG Regional Bike Plan, The Mid-City Community Plan specifies a bicycle boulevard bikeway on Orange Avenue.

A description of the proposed project is provided below:

Orange Avenue between Boundary Street / 32nd Street and Estrella Avenue

The Orange Bikeway Project proposes Class II buffered bike lanes on Orange Avenue between Boundary Street / 32nd Street and Estrella Avenue, enabled through the removal of the center turn lane and left turn pockets. The project will also include traffic calming and volume reduction design features to create a low-stress bicycle facility and enhance safety for all road users along Orange Avenue. These design features include neighborhood traffic circles, curb extensions, pedestrian-actuated crossings, bicycle boxes, leading pedestrian intervals, raised crosswalks, high-visibility crosswalks, and channelizer medians (also referred to as median island traffic diverters). The median island traffic diverters are proposed at the intersections of 35th Street, Fairmount Avenue, and Euclid Avenue. Implementation of the proposed project would remove approximately 16 on-street parking spaces in the

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project area. The proposed project has been designed to minimize the loss of parking, and removal of parking spaces was based largely on requests by community members to improve visibility for turning movements.

Other Potential Improvements

In addition to the improvements described in the preceding paragraphs, the Project proposes several other treatments to facilitate the safe and comfortable movement of people walking, biking, and driving along Orange Avenue. Other improvements that may be installed as part of the proposed project could include the following: directional curb ramps replacing diagonal curb ramps, sidewalk enhancements, modifications to existing curbs, gutters and drainage inlets, colored concrete and/or colored pavement, new signage, re-striping of travel lanes, intersection crossing and shared lane markings, landscaping or other measures to treat storm water, relocating existing utilities, new bikeway lighting at priority locations, and similar minor physical improvements. These features will be addressed in the final design phase of the Project.

Name of Public Agency Approving and Carrying out Project: San Diego Association of Governments

Exempt Status:

- Statutory Exemption. State code number: 21080.20.5
- Categorical Exemption. State type and section number: Class 1, 15301(c); Class 4, 15304(h)

Reasons why project is exempt:

The attached table explains the reasons why the proposed project is exempt from CEQA.

Lead Agency Contact Person: Keith Greer

Area Code/Telephone: 619-699-7390

Signature: 

Date: 7/26/19 **Title:** Principal Environmental Planner

Signed by Lead Agency

Governor's Office of Planning & Research

SEP 03 2019


STATE CLEARINGHOUSE

FILED IN THE OFFICE OF THE COUNTY CLERK

San Diego County on JUL 26 2019

Posted JUL 26 2019 Removed _____

Returned to agency on _____

Deputy 
C. TERAN



State of California - Department of Fish and Wildlife
2019 ENVIRONMENTAL FILING FEE CASH RECEIPT
 DFW 753.5a (Rev. 2/7/19) Previously DFG 753.5a

RECEIPT NUMBER: 37-2019- 0578
STATE CLEARINGHOUSE NUMBER (If applicable) ---

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG)	LEAD AGENCY EMAIL ---	DATE 07/26/2019
COUNTY/STATE AGENCY OF FILING San Diego County	DOCUMENT NUMBER 2019 - 0578	

PROJECT TITLE ORANGE BIKEWAY PROJECT			
PROJECT APPLICANT NAME SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG)	PROJECT APPLICANT EMAIL ---	PHONE NUMBER 619-699-7390	
PROJECT APPLICANT ADDRESS 401 B STREET, SUITE 800	CITY SAN DIEGO	STATE CA	ZIP CODE 92101

PROJECT APPLICANT (Check appropriate box)

Local Public Agency School District Other Special District State Agency Private Entity

CHECK APPLICABLE FEES:

<input type="checkbox"/> Environmental Impact Report (EIR)	\$3,271.00	\$ _____
<input type="checkbox"/> Mitigated/Negative Declaration (MND)(ND)	\$2,354.75	\$ _____
<input type="checkbox"/> Certified Regulatory Program document (CRP)	\$1,112.00	\$ _____
<input type="checkbox"/> Exempt from fee		
<input checked="" type="checkbox"/> Notice of Exemption (attach)		
<input type="checkbox"/> CDFW No Effect Determination (attach)		
<input type="checkbox"/> Fee previously paid (attach previously issued cash receipt copy)		
<hr/>		
<input type="checkbox"/> Water Right Application or Petition Fee (State Water Resources Control Board only)	\$850.00	\$ _____
<input checked="" type="checkbox"/> County documentary handling fee		\$ 50.00
<input type="checkbox"/> Other		\$ _____

PAYMENT METHOD:

Cash Credit Check Other 00028578 **TOTAL RECEIVED** \$ 50.00

SIGNATURE X	AGENCY OF FILING PRINTED NAME AND TITLE San Diego County C. TERAN , Deputy
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Governor's Office of Planning & Research

SEP 03 2019
STATE CLEARINGHOUSE



Notice of Exemption

Orange Bikeway

Reasons Why Exempt from CEQA

The table below explains the reasons why the proposed project qualifies for a Statutory Exemption pursuant to Public Resources Code Section 21080.20.5, and Categorical Exemptions pursuant to CEQA Guidelines Sections 15301(c) and 15304(h).

CEQA Exemption	Reasons Why Proposed Project Qualifies for Exemption
<i>Statutory Exemption, Section 21080.20.5 Restriping for Bicycle Lanes in Urbanized Areas</i>	
(a) This division does not apply to a project that consists of the restriping of streets and highways for bicycle lanes in an urbanized area that is consistent with a bicycle transportation plan prepared pursuant to Sec. 891.2 of the Streets and Highways Code.	As explained below, the proposed project is consistent with the City of San Diego’s Bicycle Master Plan (“City’s Bike Plan”) (City of San Diego 2013), which meets the requirements of a bicycle transportation plan set forth in Section 891.2 of the Streets and Highways Code. The proposed project would provide buffered bike lanes, high visibility treatments, traffic circles, curb extensions, and median island traffic diverters along Orange Avenue between Boundary Street / 32 nd Street and Estrella Avenue. These improvements are consistent with and enhance the proposed Class III bikeway classification in the City’s Bike Plan (Figure 6.2 (page 98); Table 3-1 (page 19).
(b) Prior to determining that a project is exempt pursuant to this section, the lead agency shall do both of the following:	Please see the following cells for explanation of how the proposed project meets both of the following requirements.
(1) (A) Prepare an assessment of any traffic and safety impacts of the project and include measures in the project to mitigate potential vehicular traffic impacts and bicycle and pedestrian safety impacts.	SANDAG has prepared an assessment of the proposed project’s traffic and safety impacts, which concludes that the proposed project would not result in any adverse bicycle and pedestrian safety impacts. The assessment also concludes that the project would result in adverse traffic impacts at eight street segments (University Avenue between Swift Avenue and 35 th Street, between 35 th Street and Wilson Avenue, between 43 rd Street and Fairmount Avenue, between Fairmount Avenue and 44 th Street, and between 48 th Street and Estrella Avenue; on 33 rd Street between El Cajon Boulevard and Orange Avenue; and on Euclid Avenue between El Cajon Boulevard and Orange Avenue and between Orange Avenue and Polk Avenue) and one intersection (El Cajon Boulevard at Fairmount Avenue). The roadway segments along 33 rd Street and Euclid Avenue operate at LOS E and LOS F, respectively, both with and without the project. To maintain or improve all roadway segment

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CEQA Exemption	Reasons Why Proposed Project Qualifies for Exemption
	<p>operations within the project study area to LOS D or better, an additional vehicle travel lane would be required along the roadway segments listed above. Adding an additional vehicle lane along these segments is not feasible due to lack of public right-of-way; the road is not wide enough to accommodate an additional travel lane while maintaining the existing parking configuration and space for people walking on sidewalks without impacting private property. Additionally, from an operational perspective, the Orange Bikeway Project will improve roadway segment and intersection operations along the Orange Avenue corridor by reducing cut-through traffic through the implementation of the proposed channelizer medians. Vehicular traffic impacts are based on the City of San Diego’s significance threshold for traffic impacts. The assessment was published by SANDAG on June 5, 2019.</p>
<p>(B) The requirement to prepare an assessment pursuant to subparagraph (A) shall not apply if either of the following conditions is met:</p> <p>(i) Measures to mitigate these impacts are identified in an environmental impact report, negative declaration, or mitigated negative declaration prepared pursuant to this division for the bicycle transportation plan, certified or approved no more than five years prior to making the determination, the measures are included in the plan, and those measures are incorporated into the project.</p> <p>(ii) An assessment was prepared pursuant to paragraph (2) of subdivision (b) of Sec. 21080.20 no more than five years prior to making the determination, the measures to mitigate these impacts are included in the plan, and those measures are incorporated into the project.</p>	<p>Subparagraphs (B)(i) and (ii) do not apply to the proposed project and therefore SANDAG has prepared an assessment as required by subparagraph (1)(A).</p>
<p>(2) Hold noticed public hearings in areas affected by the project to hear and respond to public comments.</p>	<p>SANDAG held a noticed public hearing at Euclid Elementary School in San Diego, CA on June 20, 2019. SANDAG received public comments at the public hearing</p>

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CEQA Exemption	Reasons Why Proposed Project Qualifies for Exemption
<p>Publication of the notice shall be no fewer times than required by Sec. 6061 of the Government Code, by the public agency in a newspaper of general circulation in the area affected by the proposed project. If more than one area will be affected, the notice shall be published in the newspaper of largest circulation from among the newspapers of general circulation in those areas.</p>	<p>and has prepared written responses to public comments. Notice of the public hearing was published in both English and Spanish. The notice was published in English on June 5th in the San Diego Union Tribune and in Spanish on June 7th, 2019 in El Latino.</p>
<p>(c) (1) If a state agency determines that a project is not subject to this division pursuant to this section, and it determines to approve or carry out that project, the notice shall be filed with the Office of Planning and Research (OPR) in the manner specified in subdivisions (b) and (c) of Sec. 21108.</p>	<p>This subparagraph does not apply to the proposed project because SANDAG is not a state agency.</p>
<p>(2) If a local agency determines that a project is not subject to this division pursuant to this section, and it determines to approve or carry out that project, the notice shall be filed with the OPR, and filed with the county clerk in the county in which the project is located in the manner specified in subdivisions (b) and (c) of Sec. 21152.</p>	<p>If the SANDAG Board of Directors approves the use of this exemption for the proposed project, then SANDAG shall file notices with the Office of Planning and Research and the Clerk of San Diego County as specified in subdivisions (b) and (c) of Section 21152.</p>
<p>(d) This section shall remain in effect only until January 1, 2021, and as of that date is repealed.</p>	<p>The SANDAG Transportation Committee will be asked to consider approving this exemption on July 19, 2019.</p>
<p><i>Categorical Exemption, Section 15301(c)</i></p>	
<p>15301. Existing Facilities Class I consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The types of “existing facilities” itemized below are not intended to be</p>	<p>The proposed project qualifies for this exemption because it consists of minor alterations to existing City streets, including vehicle lanes, bike lanes, sidewalks, curbs, gutters, crosswalks, parking stalls, and similar facilities. The proposed project would make improvements to and repurpose space within existing City streets, and there would be negligible or no expansion of existing streets. The types of minor alterations to existing City streets proposed by the project that fall under this exemption include but are not limited to:</p>

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CEQA Exemption	Reasons Why Proposed Project Qualifies for Exemption
<p>all-inclusive of the types of projects which might fall within Class I. The key consideration is whether the project involves negligible or no expansion of use.</p> <p>(c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes).</p>	<ul style="list-style-type: none"> • Class II buffered bike lanes that are separated from parking spaces with a painted stripe and buffer. • Other minor alterations of existing City streets such as other physical improvements that may be installed as part of the proposed project could include median island traffic diverters, neighborhood traffic circles, new painted crossings at intersections or at mid-block, flashing beacons, advanced signal phases for people walking and biking, protected bike phase, bike-specific signal heads, new raised medians, curb extensions, accessible curb ramps, sidewalks, pedestrian refuge islands, modifications to existing curbs, gutters and drainage inlets, colored concrete and/or colored pavement, intersection crossing (or “conflict”) markings, shared lane markings, new signage, re-striping of travel lanes, new trees, landscaping or other measures to treat storm water, relocating existing underground utilities, new bikeway lighting at priority locations, and similar minor alterations that involve negligible or no expansion of an existing use.
<p><i>Categorical Exemption, Section 15304(h)</i></p>	
<p>15304. Minor Alterations to Land Class 4 consists of minor public or private alterations in the condition of land, water, and/or vegetation which do not involve removal of healthy, mature, scenic trees except for forestry or agricultural purposes. Examples include, but are not limited to: (h) The creation of bicycle lanes on existing rights-of-way.</p>	<p>The proposed project qualifies for this exemption because it involves the creation of bicycle lanes on existing rights-of-way. The proposed project may involve the removal of existing trees, but it does not involve removal of any trees that are considered scenic resources, part of scenic views or vistas, or otherwise considered scenic by any adopted plan, policy, or regulation.</p>
<p><i>Exceptions to Use of Categorical Exemptions, Section 15300.2</i></p>	
<p>(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern</p>	<p>The proposed project does not meet any of these criteria that would preclude use of the above-listed categorical exemptions from CEQA (i.e., Sec. 15301(c) and 15304(h)). The proposed project and its environmental effects would be typical of other projects within Class 1 and Class 4. The types of construction equipment and duration of construction activity required to construct the proposed project, the operation of the proposed project, and the resulting environmental effects (e.g., temporary increases in noise levels, air emissions) would be typical of other projects</p>

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CEQA Exemption	Reasons Why Proposed Project Qualifies for Exemption
<p>where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.</p> <p>(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.</p> <p>(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.</p> <p>(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.</p> <p>(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Sec. 65962.5 of the Government Code.</p> <p>(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.</p>	<p>in Class 1 involving minor alterations to existing streets, sidewalks, gutters, bicycle and pedestrian trails, and other facilities, and other projects in Class 4 involving the creation of bicycle lanes on existing rights-of-way. Similar to the proposed project, other projects in Class 1 and Class 4 involve removal of existing travel lanes. The proposed project would:</p> <ul style="list-style-type: none"> • Not result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources within a scenic highway. • Not be located on a site included on any list compiled pursuant to Government Code Section 65962.5 or otherwise have an impact on an environmental resource of hazardous or critical concern. • Not cause a substantial adverse change in the significance of a historical resource. • Not have a reasonable possibility of causing a significant effect on the environment due to unusual circumstances, or contribute to cumulative impacts from successive projects of the same type in the same place over time, including effects related to: <ul style="list-style-type: none"> ○ scenic vistas, visual character, and light or glare; ○ natural resources including agricultural, archaeological, biological, forestry, mineral, paleontological, and water supply resources; ○ air and water quality, greenhouse gas emissions, energy, noise, and vibration; ○ earthquakes, soil erosion, or other geologic conditions; ○ transport, use, emission, or disposal of hazardous materials; ○ hazards related to airports, wildfires, or flooding; ○ adopted land use plan, policy, or regulatory conflicts ○ growth inducement, housing displacement, or physically dividing a community; ○ public services, facilities, or utilities including parks, stormwater, water supply, wastewater, landfills, schools, libraries, police and fire protection ○ performance or safety of the transportation system, including for vehicles, public transit, people walking and on bikes, and emergency access.



San Diego County



Transaction #: 3907282
Receipt #: 2019337067

Ernest J. Dronenburg, Jr.
Assessor/Recorder/County Clerk
1600 Pacific Highway Suite 260
P. O. Box 121750, San Diego, CA 92112-1750
Tel. (619) 237-0502 Fax (619) 557-4155
www.sdarcc.com

Cashier Date: 07/26/2019
Cashier Location: SD

Print Date: 07/26/2019 10:44 am

Payment Summary

Total Fees:	\$50.00
Total Payments:	\$50.00
Balance:	\$0.00

Payment

CHECK PAYMENT \$50.00

Total Payments \$50.00

Miscellaneous Item

FISH & WILDLIFE FEES

Fees: Fish & Wildlife County Administrative Fee \$50.00

Total Fees Due: \$50.00

Grand Total - All Documents: \$50.00