

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. Drenenburg, Jr. Recorder County Clerk

Project Title: Park Boulevard Bikeway Project ("proposed project").

FEB 22 2019

Project Location: City of San Diego, San Diego County.

BY C. Mendoza Dominguez
DEPUTY

Description of Specific Location, Nature, Purpose, and Beneficiaries of Project: The proposed Park Boulevard Bikeway will improve north-south bicycle travel through the Uptown and North Park communities by creating an inviting and convenient bikeway that connects key community destinations, including schools, parks, transit stops, and commercial areas. The Park Boulevard Bikeway spans Park Boulevard from Robinson Avenue to just south of Myrtle Avenue. Proposed project features may include separated bikeways, buffered bikeways, lane repurposing and roadway narrowing, enhanced crossings for people walking, bike boxes, two-stage turn queue boxes, traffic signal modifications, and protected intersections designed to make the streets more pleasant for everyone – people who walk, bike, work, and live there.

The proposed project is part of the San Diego Association of Governments (SANDAG) Regional Bike Plan Early Action Program (EAP), a 10-year effort to expand the regional bike network and complete high-priority bikeway projects approved in *Riding to 2050: The San Diego Regional Bike Plan (Regional Bike Plan)*. The Regional Bike Plan and EAP are part of larger goals for the region to increase transportation choices and to make biking a viable, attractive transportation choice.

The project is also consistent with local plans to provide an enhanced bicycle facility along Park Boulevard. Both the Uptown and North Park Community Plans specify an enhanced bikeway on Park Boulevard from Upas Street to Robinson Avenue.

In addition to closing gaps within the larger bikeway network that is being planned throughout the region, one of the objectives of the proposed project is to create connections between the Uptown and North Park communities and Balboa Park, and to create safe operating space and improve safety for all roadway users, including people who walk, bike, take transit, and drive. The proposed project will achieve this through the implementation of Class II double-buffered bike lanes (made possible by repurposing of a travel lane), a modified protected intersection, traffic calming, shortened street crossing distances, realigned curb ramps, improved sight distances, and traffic signal modifications.

The purpose of the project is to provide livable, complete streets that serve people of all ages and abilities, and to design facilities with appropriate separation from vehicular traffic, traffic calming elements, and end-of-trip facilities. The Park Boulevard Bikeway will improve, and complete, overall bicycle travel within and between the Uptown and North Park communities of San Diego by creating inviting and convenient bikeways that connect key community destinations, including schools, parks, transit stops, and commercial centers. In addition to enhancing mobility for people riding bikes, the project includes pedestrian enhancements, as well as new opportunities for landscaped areas, resulting in multi-modal benefits to the overall circulation network, including enhanced safety.

A description of the proposed project is provided below:

Park Boulevard between Robinson Avenue and Cypress Avenue
 In this segment, the project will repurpose a northbound vehicle through lane to provide double buffered bike lanes on both sides of the street. Parallel parking will remain on both sides of Park Boulevard, between the curb and buffered bike lane. At the Park Boulevard / Robinson Avenue / Indiana Street intersection, a modified protected intersection will be implemented with a new exclusive northbound left-turn lane, protected left-turn phasing for the northbound and southbound approaches, high-visibility "continental" crosswalks, bike boxes, two-stage turn queue boxes, Leading Pedestrian Intervals (LPIs) across all signalized legs, and green bike conflict markings across the north, south, east, and southeast legs of the intersection. The southbound left-turn lane will be restriped to provide 150 feet of storage, and the new northbound left-turn lane will provide approximately 190 feet of storage.

Park Boulevard between Cypress Avenue and Myrtle Avenue
 Between Cypress Avenue and Myrtle Avenue, the proposed project will maintain the existing roadway configuration of a single vehicle travel lane in each direction with a center left-turn lane and will enhance the existing buffered bike lanes to include double buffers. The additional buffer will provide separation between people riding in the bike lane and the "door zone" created by vehicles parked to the right. Additionally, striped green bike crossings will be installed along Park Boulevard across the Myrtle Avenue, Brookes Avenue, and Cypress Avenue intersections.

Other Potential Improvements

In addition to the improvements described in the preceding paragraphs, the proposed project proposes several other treatments to facilitate the safe and comfortable movement of people walking, biking, and driving along Park Boulevard. Other improvements that may be installed as part of the proposed project include the following: new high visibility "continental" crosswalks, directional curb ramps replacing diagonal curb ramps, sidewalk enhancements, bus stop 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.

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: 15301(c); 15304(h)

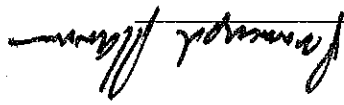
Reasons why project is exempt:

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

Lead Agency Contact Person: Keith Greer

Area Code/Telephone: 619-699-7390

Signature: 

Date: 2/22/19
Title: 

Signed by Lead Agency

Governor's Office of Planning & Research

FEB 27 2019

STATE CLEARINGHOUSE

FILED IN THE OFFICE OF THE COUNTY CLERK

FEB 2 2019

San Diego County on

Posted FEB 2 2019 Removed

Returned to agency on

Deputy G. Mendoza Dominguez

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Park Boulevard 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
<p><i>Statutory Exemption, Section 21080.20.5 Restriping for Bicycle Lanes in Urbanized Areas</i></p> <p>(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.</p> <p>(b) Prior to determining that a project is exempt pursuant to this section, the lead agency shall do both of the following:</p>	<p>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 separated bike lanes, buffered bike lanes, high visibility treatments, and protected intersections along Park Boulevard between Robinson Avenue and Upas Street. These improvements are consistent with and enhance the proposed Class II or III bikeway classification in the City's Bike Plan (Figure 6.2 (page 98); Table 3-1 (page 19)).</p> <p>While some of the facility types proposed by the project are not identical to those identified in the City's Bike Plan, the proposed project is consistent because it proposes bikeways and improvements that provide equal or enhanced levels of perceived and actual safety, comfort, connectivity, and attractiveness to people on bikes than the facility types identified in the City's Bike Plan. In addition, Section 6.1.2 of the City's Bike Plan (page 94) explains that its proposed bikeway classifications are expected to be used as a guide and may change at project implementation.</p> <p>Please see the following cells for explanation of how the proposed project meets both of the following requirements.</p>

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CEQA Exemption	Reasons Why Proposed Project Qualifies for Exemption
<p>(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.</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>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 not result in adverse traffic impacts based on the City of San Diego's significance threshold for traffic impacts. Therefore, implementation of the proposed project will meet the City of San Diego's criteria for vehicular traffic conditions. The assessment was published by SANDAG on December 7, 2018.</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. 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</p>	<p>SANDAG held a noticed public hearing at Roosevelt Middle School in San Diego, CA on January 8, 2018. SANDAG received public comments at the public hearing and has prepared written responses to public comments. Notice of the public hearing was published in both English and Spanish. The English and Spanish versions were published on December 7, 2018, in the San Diego Union Tribune and El Latino, respectively.</p>

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<p>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>This subparagraph does not apply to the proposed project because SANDAG is not a state agency.</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>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>(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>The SANDAG Transportation Committee will be asked to consider approving this exemption on February 15, 2019.</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 February 15, 2019.</p>
<p>Categorical Exemption, Section 15301(c) 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 use beyond that existing at the time of the lead agency's determination. The types of "existing facilities" itemized below are not intended to be 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 an existing use.</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> <ul style="list-style-type: none"> • Class II buffered bike lanes that are separated from vehicle traffic with a painted stripe and buffer.

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<p>(c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities</p>	<ul style="list-style-type: none"> Other minor alterations of existing City streets such as other physical improvements that may be installed as part of the proposed project could include a protected intersection, 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, bus stop enhancements, 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 where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.</p>	<p>The proposed project does not meet any of these criteria that would preclude use of the above-listed categorical exemptions from CEQA (ie., 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 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</p>

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<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>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.

