



THE CITY OF SAN DIEGO

Report to the Hearing Officer

DATE ISSUED: August 14, 2019 REPORT NO. HO-19-076

HEARING DATE: August 21, 2019

SUBJECT: Bayshore Bikeway Barrio Logan Segment, Process Three Decision

PROJECT NUMBER: [619732](#)

OWNER/APPLICANT: San Diego Association of Governments (SANDAG) - Emilio Rodriguez.

SUMMARY

Issue(s): Should the Hearing Officer approve the construction of approximately 2.5 miles of a shared-use, Class I bicycle and pedestrian path within the public right-of-way within the Barrio Logan Community Planning area?

Staff Recommendation: Approve Coastal Development Permit No. 2319113.

Community Planning Group Recommendation: On February 20, 2019, the Barrio Logan Planning Group voted 10-0 with two abstentions to recommend approval of the proposed project with the condition of continued emphasis on safety.

Environmental Review: This project was determined to be categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA section(s) 15301(c) (Existing Facilities), Section 15302 (Replacement or Reconstruction), and Section 15304(h) (Minor Alterations to Land). The environmental exemption determination for this project was made on July 25, 2019, and the opportunity to appeal that determination ended August 8, 2019.

BACKGROUND

The proposed alignment for the bike path would extend along the western side of Harbor Drive from Park Boulevard to Cesar Chavez Parkway and then cross to the eastern side of Harbor Drive and continue to 32nd Street within the existing road right-of-way. The bikeway would provide approximately 2.5 miles of a shared-use, Class I bicycle and pedestrian path and related roadway modifications necessary to accommodate the bikeway, including signage, relocation of existing utilities and storm drains, repaving, street lighting, and other similar improvements. At the Harbor Drive/32nd Street intersection, the existing non-ADA compliant pedestrian bridges would be removed to eliminate sight distance restrictions and replaced with ADA compliant at-grade pedestrian crosswalks.

The bikeway segment is located within the public right-of-way, Coastal-Appealable, Coastal-Non-Appealable-2.

DISCUSSION

The Class I path would be approximately 14 feet wide and separated from the roadway by an asphalt concrete dike or similar vertical barrier. A Class II bike lane approximately 5 feet in width would be maintained along one side of Harbor Drive, opposite to the Class I path. In order to accommodate the Class I path, and maintain the existing roadway configuration and capacity, the proposed project would shift the paved area of Harbor Drive toward the median within the existing road right-of-way approximately 5 to 20 feet. Shifting the roadway would require the restriping of travel lanes and painted medians and other roadway markings. The project would also require the reconstruction and narrowing of several existing raised medians. South of the Schley Street/Harbor Drive intersection, the proposed project would replace an existing paved slope along the east side of Harbor Drive with a retaining wall.

The project does not propose any modifications to the number of lanes along Harbor Drive. All intersection geometrics (aside from an extra turn lane into the Naval Base at Harbor and 32nd Street) would remain the same.

The project proposes to modify six existing signalized intersections along Harbor Drive by adding a Leading Pedestrian Interval (LPI) to provide a safer crossing for people walking and riding bikes. Five of the LPIs are proposed along the northbound and southbound approaches and the sixth LPI would be added to the east-west approach at Cesar Chavez Parkway. The project would construct ADA compliant pedestrian ramps and continental crosswalks at the approaches of each signalized intersection.

Implementation of the proposed project would remove approximately 81 parking spaces (75 on-street spaces and 6 off-street spaces) in the project area. The proposed project has been designed to minimize the loss of parking and incorporates new parking spaces into the proposed design where feasible. A Parking Analysis prepared for the project concluded that, even with a net loss of 87 parking spaces, there is an adequate parking supply in the project study area to accommodate parking demand.

The construction of this project will provide the public with enhanced public access that is designed to be safer and more accessible. The barrier separating the Class I bikeway will provide additional protection to people walking and riding bikes, while the Class II bike lane will be maintained for faster, more experienced riders. The new ADA-compliant crosswalks will contain features such as curb ramps with detectable warning tiles which will allow people to cross Harbor Drive safely without being limited by the existing non-ADA compliant pedestrian bridges. The replacement of the pedestrian bridges with crosswalks will also allow drivers on Harbor Drive to have unobstructed views of the intersection and eliminate sight distance restrictions. LED street lights will be implemented with traffic signal improvements, and within other project areas, to enhance visibility and safety of the roadway and bikeway. LED pedestrian crossing indicators will be upgraded to include "countdown timing". Leading Pedestrian Intervals will be implemented into traffic signals to enhance the safety of people crossing intersections by allowing them to begin crossing the street

before vehicles are given a green light. Pedestrian improvements will be made at the freight track crossing, and additional fencing will be added to direct pedestrians to track crossing areas. Updated railroad warning signs and pavement markings will be placed, and railroad signaling equipment will be improved.

The project adds recreational opportunities for bikes and pedestrians heading to and from the downtown area as recommended by the Community Plan.

In conclusion, the design has been reviewed and will conform and meet the recommendations and requirements of the City of San Diego Street Design Guidelines, San Diego Municipal Code, City of San Diego Bicycle Master Plan and to the Barrio Logan Community Plan.

ALTERNATIVES

1. Approve Coastal Development Permit No. 2319113, with modifications.
2. Deny Coastal Development Permit No. 2319113, if the findings required to approve the project cannot be affirmed.

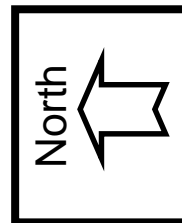
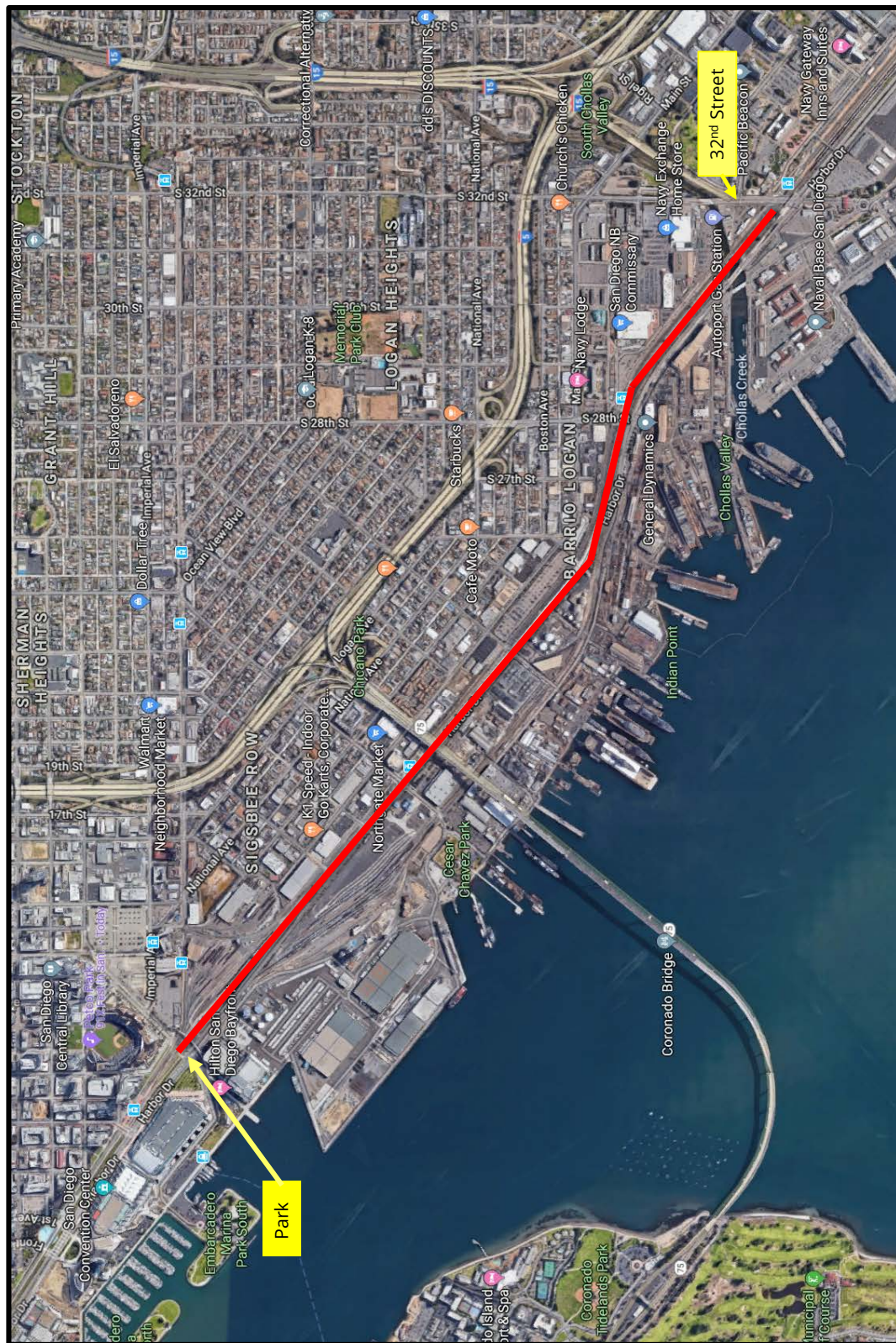
Respectfully submitted,



Helene Deisher, Development Project Manager

Attachments:

1. Project Location Map
2. Community Plan Map
3. Permit Resolution
4. Draft Permit
5. Environmental Notice of Right to Appeal (NORA)
6. Community Planning Group Recommendation
7. Ownership Disclosure Statement
8. Alignment graphic- Full plans can be found online at:
<https://www.sandiego.gov/development-services/public-hearings-meetings-notices/hearing-officer/reports>

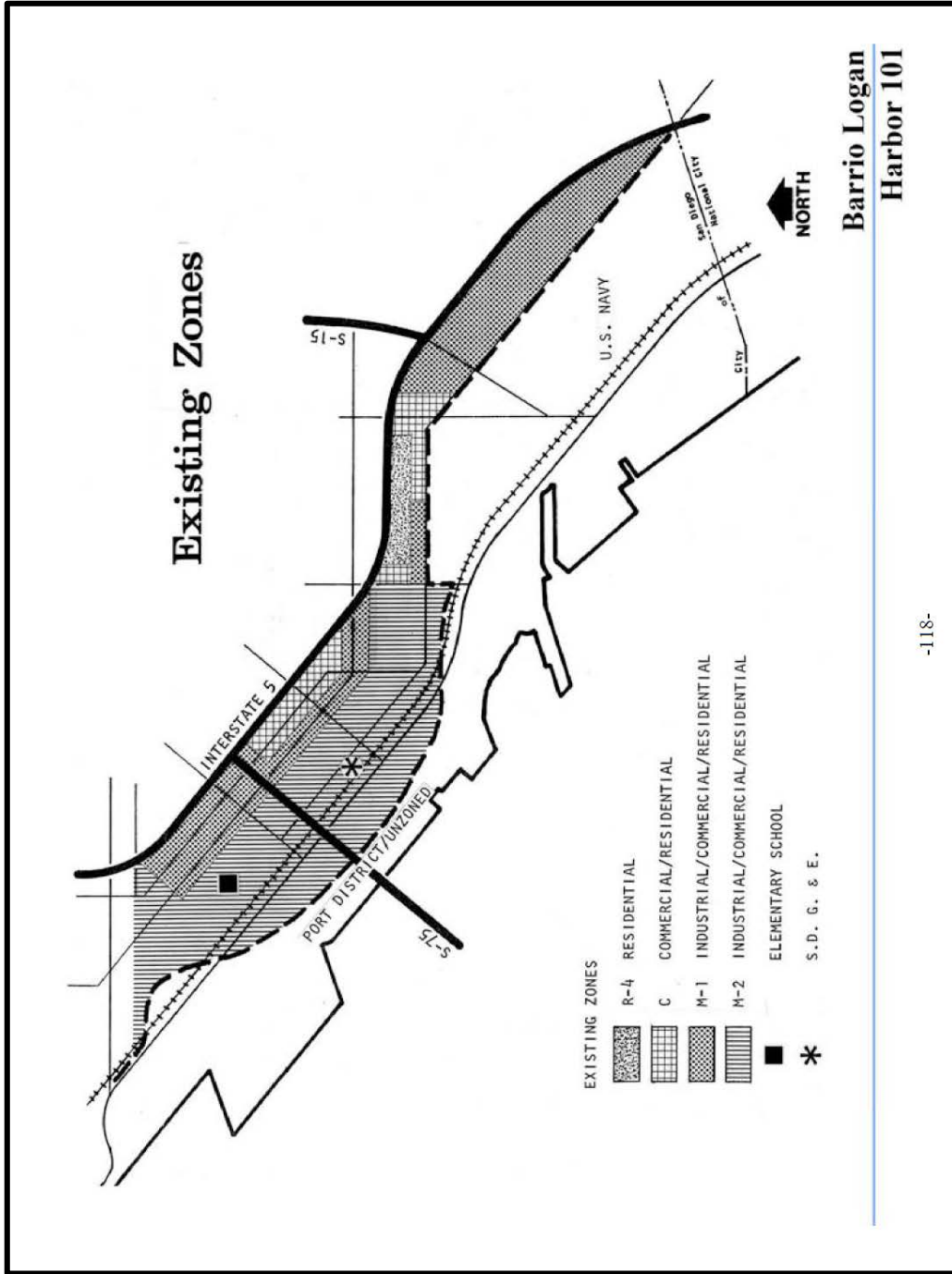
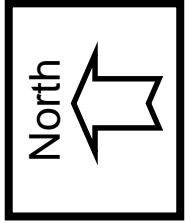


Project Location & Aerial Map

Bayshore Bikeway Project No. 619732

Park to 32nd Street Along Harbor Dr.





Community Plan Map

Bayshore Bikeway/Project No. 619732



HEARING OFFICER, RESOLUTION NO. XXX

COASTAL DEVELOPMENT PERMIT NO. 2319113
BAYSHORE BIKEWAY BARRIO LOGAN SEGMENT

WHEREAS, SAN DIEGO ASSOCIATION OF GOVERNMENTS, Permittee, filed an application with the City of San Diego, OWNER for a permit to construct a new alignment for a bike path that would extend along the western side of Harbor Drive from Park Boulevard to Cesar Chavez Parkway and then cross to the eastern side of Harbor Drive and continue to 32nd Street within the existing road right-of-way. The proposed project would provide approximately 2.5 miles of a shared-use, Class I bicycle and pedestrian path and related roadway modifications necessary to accommodate the bikeway, including signage, relocation of existing utilities and storm drains, repaving, reconstruction and narrowing of medians and other roadway markings, installation of retaining walls, street lighting, and other similar improvements. At the Harbor Drive/32nd Street intersection, the existing non-ADA compliant pedestrian bridges would be removed to eliminate sight distance restrictions and replaced with ADA compliant at-grade pedestrian crosswalks (as described in and by reference to the approved Exhibits "A" and corresponding conditions of approval for the associated Permit No. 2319113);

WHEREAS, the project site is located within the described public right-of- way within the Barrio Logan Community Planning area;

WHEREAS, on August 6, 2019 the City of San Diego, as Lead Agency, through the Development Services Department, made and issued an Environmental Determination that the project is exempt from the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) under CEQA Guideline Section 15301(c) (Existing Facilities), Section 15302 (Replacement or Reconstruction), and Section 15304(h) (Minor Alterations to Land) and the Environmental Determination appeal period ends August 8;

WHEREAS, on August 21, 2019, the Hearing Officer of the City of San Diego considered Coastal Development Permit No. 2319113. pursuant to the Land Development Code of the City of San Diego;

NOW, THEREFORE, BE IT RESOLVED by the Hearing Officer of the City of San Diego, that it adopts the following findings with respect to Coastal Development Permit No. 2319113:

COASTAL DEVELOPMENT PERMIT [SDMC Section 126.0708 (a)]

1. The proposed coastal development will not encroach upon any existing physical accessway that is legally used by the public or any proposed public accessway identified in a Local Coastal Program land use plan; and the proposed coastal development will enhance and protect public views to and along the ocean and other scenic coastal areas as specified in the Local Coastal Program land use plan. The proposed project is to construct approximately 2.5 miles of a shared-use, Class I bicycle and pedestrian path and related roadway modifications necessary to accommodate the bikeway, including signage, relocation of existing utilities and storm drains, repaving, reconstruction and narrowing of medians and other roadway markings, installation of retaining walls, street lighting, and other similar improvements. The bikeway segment is located within the Coastal-Appealable, Coastal-Non-Appealable-2, and within the Barrio Logan Community Planning area. The new bikeway is within the existing public-right-of-way and will provide additional access to that right-of-way. Most all the work will be "at grade" with the exception of lighting and signage which will meet the City's standards. The project will also enhance the ADA access by making improvements at the Harbor Drive/32nd Street intersection where the existing non-ADA compliant pedestrian bridges would be removed to eliminate sight distance restrictions and replaced with ADA compliant at-grade pedestrian crosswalks.

The project also conforms to the City of San Diego Bicycle Master Plan (CSDBMP) where one of the goals is to create a city "where bicycling is a viable travel choice particularly for trips of less than five miles. This should be accomplished by creating a "safe and comprehensive local and regional bikeway network" and create "environmental quality, public health, recreation and mobility benefits through increased bicycling" (CSDBMP, pg. 1 & 9).

Therefore, the proposed development will not block any physical access way, but it will enhance the existing right-of-way. It will enhance and protect the public views by providing "at grade" improvements creating a variety of access methods and improving safety.

2. The proposed coastal development will not adversely affect environmentally sensitive lands. The proposed project is to construct approximately 2.5 miles of a shared-use, Class I bicycle and pedestrian path and related roadway modifications. The work is within the existing right-of-way. The project was determined to be "Exempt" from the California Environmental Quality Act and does not impact or adversely affect any environmentally sensitive lands.

3. The proposed coastal development is in conformity with the certified Local Coastal Program land use plan and complies with all regulations of the certified Implementation Program. The project is located within the Barrio Logan Community Planning area and is within the public right-of-way. The project will construct approximately 2.5 miles of a shared-use, Class I bicycle and pedestrian path and related roadway modifications necessary to accommodate the bikeway, including signage, relocation of existing utilities and storm drains, repaving, reconstruction and narrowing of medians and other roadway markings, installation of retaining walls street lighting, and other similar improvements. At the Harbor Drive/32nd Street intersection, the existing non-ADA compliant pedestrian bridges would be removed to eliminate sight distance restrictions and replaced with ADA compliant at-grade pedestrian crosswalks. The plan also recommends the completion of the Harbor Drive bikeway link and additional links to down town and the enhancement for of recreational transit links. According to the Plan the Harbor Drive link is one of the most important areas due to the increased traffic volumes. Implementation of the proposed project would remove approximately 81 parking spaces (75 on-street spaces and 6 off-street spaces) in the project area. The proposed project has been designed to minimize the loss of parking and incorporates new parking spaces into the proposed design where feasible. A Parking Analysis prepared for the project concluded that, even with a net loss of 87 parking spaces, there is an adequate parking supply in the project study area to accommodate parking demand.

The project also conforms to the City of San Diego Bicycle Master Plan (CSDBMP) where one of the goals is to create a city "where bicycling is a viable travel choice particularly for trips of less than five miles. This should be accomplished by creating a "safe and comprehensive local and regional bikeway network" and create "environmental quality, public health, recreation and mobility benefits through increased bicycling" (CSDBMP, pg. 1 & 9). In order to enhance the safety and comfort of the street, the project would modify existing signalized intersections along Harbor Drive by adding a Leading Pedestrian Interval (LPI) to provide a safer crossing for people walking and riding bikes, and the Class I path would be separated from the roadway by a vertical barrier. These features provide enhanced 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.

Therefore, the proposed coastal development to improve and construct between Harbor and Park Boulevard and 32nd Street to create the Bayshore Bikeway is in conformity with the certified Local Coastal Program land use plan and complies with the certified Implementation Program.

4. For every Coastal Development Permit issued for any coastal development between the nearest public road and the sea or the shoreline of any body of water located within the Coastal Overlay Zone the coastal development is in conformity with the public access and public recreation policies of Chapter 3 of the California Coastal Act. The proposed project is to construct approximately 2.5 miles of a shared-use, Class I bicycle and pedestrian path and related roadway modifications necessary to accommodate a bikeway, including signage, relocation of existing utilities and storm drains, repaving, reconstruction and narrowing of medians and other roadway markings, installation of

retaining walls street lighting, and other similar improvements. Harbor Drive is on the line of the first public roadway. At the Harbor Drive/32nd Street intersection, the existing non-ADA compliant pedestrian bridges would be removed to eliminate sight distance restrictions and replaced with ADA compliant at-grade pedestrian crosswalks. The bikeway segment is located within the Coastal-Appealable, Coastal-Non-Appealable-2, within the first public roadway and within the Barrio Logan Community Planning area. The new bikeway is within the existing public-right-of-way in a highly developed corridor and will provide additional methods of transit opportunities. Most all the work will be "at grade" with the exception of lighting and signage which will meet the City's standards. The project will also enhance the ADA access by making improvements at the Harbor Drive/32nd Street intersection where the existing non-ADA compliant pedestrian bridges would be removed to eliminate sight distance restrictions and replaced with ADA compliant at-grade pedestrian crosswalks.

The project is in conformance with the public access and recreation policies of Chapter 3 of the California Coastal Act. The construction of this project will provide the public with enhanced public access that will be safer and more accessible. By its very nature, will also add recreational opportunities for bikes and pedestrians heading to and from the downtown area as recommended by the Community Plan.

The above findings are supported by the minutes, maps and exhibits, all of which are incorporated herein by this reference.

BE IT FURTHER RESOLVED that, based on the findings hereinbefore adopted by the Hearing Officer, Coastal Development Permit No. 2319113 is hereby GRANTED by the Hearing Officer to the referenced Owner/Permittee, in the form, exhibits, terms and conditions as set forth in Permit No. 2319113, a copy of which is attached hereto and made a part hereof.

Helene Deisher
Development Project Manager
Development Services

Adopted on: August 21, 2019

IO#: 24008071

RECORDING REQUESTED BY
CITY OF SAN DIEGO
DEVELOPMENT SERVICES
PERMIT INTAKE, MAIL STATION
501

WHEN RECORDED MAIL TO
PROJECT MANAGEMENT
PERMIT CLERK
MAIL STATION 501

INTERNAL ORDER NUMBER: 24008071

SPACE ABOVE THIS LINE FOR RECORDER'S USE

COASTAL DEVELOPMENT PERMIT NO. 2319113
BAYSHORE BIKEWAY BARRIO LOGAN SEGMENT
HEARING OFFICER

This Coastal Development Permit No. 2319113 is granted by the Hearing Officer of the CITY OF SAN DIEGO TO THE CITY OF SAN DIEGO, Owner, and SAN DIEGO ASSOCIATION OF GOVERNMENTS, Permittee, pursuant to San Diego Municipal Code [SDMC] section 126.0708. The 2.5-mile new alignment for a bike path that would extend along the western side of Harbor Drive from Park Boulevard to Cesar Chavez Parkway and then cross to the eastern side of Harbor Drive and continue to 32nd Street within the existing road right-of-way, Coastal-Appealable, Coastal-Non-Appealable-2 and within the Barrio Logan Community Planning area.

Subject to the terms and conditions set forth in this Permit, permission is granted to Owner and Permittee to construct a shared-use, Class I bicycle and pedestrian path including related roadway modifications necessary to accommodate the bikeway, including signage, relocation of existing utilities and storm drains, repaving, reconstruction and narrowing of medians and other roadway markings, installation of retaining walls, street lighting, and other similar improvements. At the Harbor Drive/32nd Street intersection, the existing non-ADA compliant pedestrian bridges would be removed to eliminate sight distance restrictions and replaced with ADA compliant at-grade pedestrian crosswalks, described and identified by size, dimension, quantity, type, and location on the approved exhibits [Exhibit "A"] dated August 21, 2019, on file in the Development Services Department.

The project shall include:

- a. Two and a half miles of Class I bicycle and pedestrian path and related improvements;
- b. Signage, relocation of existing utilities and storm drains, repaving, reconstruction and narrowing of medians and other roadway markings, installation of retaining walls, street lighting, and other similar improvements. At the Harbor Drive/32nd Street intersection, the existing non-ADA compliant pedestrian bridges would be removed to eliminate sight distance restrictions and replaced with ADA compliant at-grade pedestrian crosswalks; and

- c. Public and private accessory improvements determined by the Development Services Department to be consistent with the land use and development standards for this site in accordance with the adopted community plan, the California Environmental Quality Act [CEQA] and the CEQA Guidelines, the City Engineer's requirements, zoning regulations, conditions of this Permit, and any other applicable regulations of the SDMC.

STANDARD REQUIREMENTS:

1. This permit must be utilized within thirty-six (36) months after the date on which all rights of appeal have expired. If this permit is not utilized in accordance with Chapter 12, Article 6, Division 1 of the SDMC within the 36-month period, this permit shall be void unless an Extension of Time has been granted. Any such Extension of Time must meet all SDMC requirements and applicable guidelines in effect at the time the extension is considered by the appropriate decision maker. This permit must be utilized by September 20, 2022.
2. This Coastal Development Permit shall become effective on the eleventh working day following receipt by the California Coastal Commission of the Notice of Final Action, or following all appeals.
3. No permit for the construction, occupancy, or operation of any facility or improvement described herein shall be granted, nor shall any activity authorized by this Permit be conducted on the premises until:
 - a. The Owner/Permittee signs and returns the Permit to the Development Services Department; and
 - b. The Permit is recorded in the Office of the San Diego County Recorder.
4. While this Permit is in effect, the subject property shall be used only for the purposes and under the terms and conditions set forth in this Permit unless otherwise authorized by the appropriate City decision maker.
5. This Permit is a covenant running with the subject property and all the requirements and conditions of this Permit and related documents shall be binding upon the Permittee and any successor(s) in interest.
6. The continued use of this Permit shall be subject to the regulations of this and any other applicable governmental agency.
7. Issuance of this Permit by the City of San Diego does not authorize the Owner/Permittee for this Permit to violate any Federal, State or City laws, ordinances, regulations or policies including, but not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.).

8. The Permittee shall secure all necessary right-of-way permits. The Owner/Permittee is informed that to secure these permits, substantial building modifications and site improvements may be required to comply with applicable building, fire, mechanical, and plumbing codes, and State and Federal disability access laws.

9. Construction plans shall be in substantial conformity to Exhibit "A." Changes, modifications, or alterations to the construction plans are prohibited unless appropriate application(s) or amendment(s) to this Permit have been granted.

10. All of the conditions contained in this Permit have been considered and were determined necessary to make the findings required for approval of this Permit. The Permit holder is required to comply with each and every condition in order to maintain the entitlements that are granted by this Permit.

If any condition of this Permit, on a legal challenge by the Permittee of this Permit, is found or held by a court of competent jurisdiction to be invalid, unenforceable, or unreasonable, this Permit shall be void. However, in such an event, the Owner/Permittee shall have the right, by paying applicable processing fees, to bring a request for a new permit without the "invalid" condition(s) back to the discretionary body which approved the Permit for a determination by that body as to whether all of the findings necessary for the issuance of the proposed permit can still be made in the absence of the "invalid" condition(s). Such hearing shall be a hearing de novo, and the discretionary body shall have the absolute right to approve, disapprove, or modify the proposed permit and the condition(s) contained therein.

ENGINEERING REQUIREMENTS:

11. Prior to issuance of any building permits, the Permittee shall obtain a grading permit for the grading proposed for this project. All grading shall conform to the requirements of the City of San Diego Municipal Code in a manner satisfactory to the City Engineer.

12. Prior to the issuance of any construction permit, the applicant shall submit a Technical Report that will be subject to final review and approval by the City Engineer, based on the Storm Water Standards in effect at the time of the construction permit issuance.

13. Development of this project shall comply with all storm water construction requirements of the State Construction General Permit, Order No. 2009-0009DWQ, or subsequent order, and the Municipal Storm Water Permit, Order No. R9-2013-0001, or subsequent order. In accordance with Order No. 2009-0009DWQ, or subsequent order, a Risk Level Determination shall be calculated for the site and a Storm Water Pollution Prevention Plan (SWPPP) shall be implemented concurrently with the commencement of grading activities.

14. Prior to issuance of a grading or a construction permit, a copy of the Notice of Intent (NOI) with a valid Waste Discharge ID number (WDID#) shall be submitted to the City of San Diego as a proof of enrollment under the Construction General Permit. When ownership of the entire site or portions of the site changes prior to filing of the Notice of Termination (NOT), a revised NOI shall be submitted electronically to the State Water Resources Board in accordance with the provisions as set forth in Section II.C of Order No. 2009-0009-DWQ and a copy shall be submitted to the City.
15. All signs associated with this development shall be consistent with sign criteria established by either the approved Exhibit "A" or City-wide sign regulations.
16. All private outdoor lighting shall be shaded and adjusted to fall on the same premises where such lights are located and in accordance with the applicable regulations in the SDMC.

ENVIRONMENTAL

17. Prior to the issuance of any construction permits, the Permittee shall obtain approval from the San Diego County Department of Environmental Health Site Assessment and Mitigation (SAM) Program, of the protocol for the management and disposal of excavated soil and extracted groundwater, as described in the Hazardous Materials Investigation Report (HMIR) dated June 2018 by The Bodhi Group Inc.. The approval, including the date of approval and any conditions of approval, and the HMIR protocols, shall be noted on the grading plans to the Satisfaction of the Development Services Director.
18. Prior to the issuance of any construction permits, the Development Services Department Environmental Analysis Section standard Historical Resources (Archaeology) mitigation and monitoring measures shall be added as notes to the grading plans to the satisfaction of the Development Services Director. An archaeologist and Native American monitor shall be present during all of the projects ground disturbing activities in accordance with these mitigation and monitoring measures.

Paleontological Resources

19. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents in "verbatim" as referenced in the City of San Diego.
20. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC)/Environmental Designee (ED) identifying the Principal Investigator (PI), Monitors, and all persons for the project and the names of all persons involved in the paleontological monitoring program, as identified in City of San Diego Land Development Manual for Paleontological Resources.
21. Prior to the start of work, the applicant shall obtain approval from MMC for any personnel changes associated with the monitoring program.

22. MMC/ED will provide a letter to the applicant confirming the qualifications of the PI, Monitors, and all persons involved in the paleontological monitoring of the project. Professional Qualifications shall meet the following standards:

- a) The Principal Investigator (PI) should have a Ph.D. or M.S. in a field related to paleontology, such as geology or biology with an emphasis in paleobiology. Four cumulative years of full-time professional field, research, and museum experience in working with the geological formations of Southern California is required. Two of the four years must be in a supervisory capacity (crew chief or above).
- b) Paleontological Monitors should have a B.S. in a field related to paleontology, such as geology or biology with an emphasis in paleobiology. Two cumulative years of full-time professional field, research, and museum experience in working with the geological formations of Southern California is required

INFORMATION ONLY:

- The issuance of this discretionary permit alone does not allow the immediate commencement or continued operation of the proposed use on site. Any operation allowed by this discretionary permit may only begin or recommence after all conditions listed on this permit are fully completed and all required ministerial permits have been issued and received final inspection.
- Any party on whom fees, dedications, reservations, or other exactions have been imposed as conditions of approval of this Permit, may protest the imposition within ninety days of the approval of this development permit by filing a written protest with the City Clerk pursuant to California Government Code-section 66020.
- This development may be subject to impact fees at the time of construction permit issuance.

APPROVED by the Hearing Officer of the City of San Diego on August 21, 2019 and by Resolution No. XXX

ATTACHMENT 4

Coastal Development Permit No. 2319113
Date of Approval: August 21, 2019

AUTHENTICATED BY THE CITY OF SAN DIEGO DEVELOPMENT SERVICES DEPARTMENT

Helene Deisher
Development Project Manager

**NOTE: Notary acknowledgment
must be attached per Civil Code
section 1189 et seq.**

The undersigned Owner/Permittee, by execution hereof, agrees to each and every condition of this Permit and promises to perform each and every obligation of Owner/Permittee hereunder.

San Diego Association of Governments
Permittee

By _____
Emilio Rodriguez
Senior Engineer

City of San Diego
Owner

By _____
NAME
TITLE

**NOTE: Notary acknowledgments
must be attached per Civil Code
section 1189 et seq.**



THE CITY OF SAN DIEGO

DATE OF NOTICE: July 25, 2019

NOTICE OF RIGHT TO APPEAL ENVIRONMENTAL DETERMINATION

DEVELOPMENT SERVICES DEPARTMENT

IO No.: 24008071

PROJECT NO: 619732
PROJECT NAME: Bayshore Bikeway: Barrio Logan Segment CDP
COMMUNITY PLAN AREA: Barrio Logan
COUNCIL DISTRICT: 8
LOCATION: Harbor Drive between Park Boulevard and 32nd Street,
 San Diego, CA

PROJECT DESCRIPTION: A Coastal Development Permit for the construction of a shared use, Class I bicycle and pedestrian path, and related roadway modification necessary to accommodate the bikeway along a 2.5-mile portion of Harbor Drive within the existing public right-of-way. Roadway modifications would include signage, relocation of existing utilities and storm drains, repaving, street lighting, and other similar improvements. At the Harbor Drive/32nd Street intersection, the existing pedestrian bridges would be removed to eliminate sight distance restrictions and replaced with at-grade continental crosswalks. The proposed bike lane alignment is within Coastal Overlay Zone (Appealable, Non-Appealable, and Coastal Commission Jurisdiction).

ENTITY CONSIDERING PROJECT APPROVAL: City of San Diego Development Services Department Hearing Officer

ENVIRONMENTAL DETERMINATION: Categorically exempt from CEQA pursuant to State CEQA Guidelines, Section 15301(c) (Existing Facilities), Section 15302 (Replacement or Reconstruction), and Section 15304(h) (Minor Alterations to Land).

ENTITY MAKING ENVIRONMENTAL DETERMINATION: City of San Diego Development Services Department

STATEMENT SUPPORTING REASON FOR ENVIRONMENTAL DETERMINATION: The project has been determined to be exempt from CEQA pursuant to CEQA Guidelines Section 15301(c) (Existing Facilities), Section 15302 (Replacement or Reconstruction), and Section 15304(h) (Minor Alterations to Land). Section 15301(c) applies to the minor alteration of existing public structures including the addition of bike lanes to an existing street. Section 15302 applies the replacement and reconstruction of an existing street in the same location. Section 15304(h) applies to minor alteration of land for the creation of bike lanes on an existing right-of-way. None of the exceptions listed in CEQA Guidelines Section 15003.2 apply, therefore this exemption is applicable to the proposed project.

CITY PROJECT MANAGER: Helene Deisher
MAILING ADDRESS: 1222 First Avenue, MS 501, San Diego, CA 92101-4101
PHONE NUMBER/E-MAIL: (619) 446-5223/ hmdeischer@sandiego.gov

On July 25, 2019 the City of San Diego made the above-referenced environmental determination pursuant to the California Environmental Quality Act (CEQA). This determination is appealable to the City Council. If you have any questions about this determination, contact the City Development Project Manager listed above.

Applications to appeal CEQA determination made by staff (including the City Manager) to the City Council must be filed in the office of the City Clerk within 10 business days from the date of the posting of this Notice (August 8, 2019). The appeal application can be obtained from the City Clerk, 202 'C' Street, Second Floor, San Diego, CA 92101.

This information will be made available in alternative formats upon request.



PUBLIC MEETING MINUTES
2212 MAIN STREET, SAN DIEGO CA 92113
February 20th, 2019 6:00 PM – 8:30 PM

1. Call to Order 6:06pm—7:50pm

2. Roll Call : Hector Villegas, Mario Chacon, Tina Camerino and Raphael Castellanos absent.

3. Approval of the minutes mike motioned/Tom 2nd. approved

4. Adoption of the Agenda jst/David 2nd

5. Staff Reports

- City of San Diego Council District 8 Office – **Eddie Padilla left information**
- City of San Diego Mayor's Office – **Eric Young—not in attendance**
- City of San Diego Planning Department – **Elizabeth Ocampo Vivero—not in attendance**
- Port of San Diego – **Ron Powell**
 Steering Committee for AB617 Air pollution monitoring. Noreen Riveroll is on the committee, and Mike Clapp and Philomena Marino are on the committee. They will install monitoring mechanism to monitor the air in Barrio Logan. There are only 7 in the Country, working to reduce the emissions. APCE is going to be driving around doing mobile monitor. Want it done by June 30.
 --Noise pollution study will be taking place in the next couple of months. They are waiting for a letter from Councilwoman Moreno.
 --2/12 Port Commissioners issued a contract to build a Micro Grid (Solar Panels) Once it is in place it will reduce green-house gasses and will save the Port money. It all works for the benefit of everyone. They will start by the end of the month, February, and it will be up and running by 2020. Reducing the Carbon Footprint.
 Noise Study: Norene wants to know how the Port will be conducting the study to reduce Noise. When they are ready to launch Ron will have a presentation for the BLPG. David: Noticed that 27th and Main is one of the nosiest places in community.
 Klaus: brought up recyclers on 27th or 28th and Main.

Mark Steele, Chair
Tom Ryan, Vice Chair
Josie Talamantez, Secretary
Mike Clapp
Tina Camarillo n/a
Matt Carr
Mario Chacon n/a
David Duea
Klaus Gohlke
Philomena Marino n/a
Francisco Martinez
Dennis O'Connor
Erick Ortega
Norene Riveroll
Hector Villegas n/a
Rafael Castellanos, SD Port n/a
Capt. Roy Love, US Navy n/a

- State of California, Assemblywoman Lorena Gonzalez-Fletcher -**Lucero Chavez—not in attendance**

6. Report from Alpha Project: Kelly Knight n/a

7. Report from the Barrio Logan Association: Hector Villegas—Mark: BLA/MAD had their open house 2/12/19 here at Woodbury. Did a PowerPoint of what was accomplished in 2018.

8. Non-agenda Communication from the Public—Marissa Cassani—Barrio Logan Science and Art Event on March 16. Inviting local schools to attend. Please attend is free. BLA/MAD/LAC sent out a notice regarding the Banner District. There will be 170 Banners. There are 10 different events that the banners will reflect. The money raised with banners will be used for paying back for hardware and equipment to place the banners.

Noreen wanted to know about the Security company, she has not seen them in a while. Marissa replied that they are still doing their job.

9. Information Item: Steve Frailey, representing SEA San Diego who is working with the Port of San Diego to activate the South Bay Aquatic Center to benefit local youth. He volunteers with SEA San Diego. He brings the kids down to name the tug boats. They are trying to find programming for kids at the aquatic center in National City. He wants to take the kids on Fridays for rides and take them to museums etc..... He wants to find someone to represent and advocate for the kids in this community. He is looking for ideas. He is going to be talking to existing programs working with kids. If they can find someone to represent the kids that way, he can get ideas of what they want to do. Probably going to target elementary school.

Ron Powell talked to the YMCA for programming this summer.

Aquatic Center is located on the bay in National City next to Pepper Park. An audience member recommended that they address programs for adults

Steve Wheeler, Branch Manager for Logan Heights librarian. Sat 1-4 is Black history Month celebration.

Dennis O'Conner. -- changing the parking on National Ave from vertical to horizontal parking. They are still working on it. Mark recommended that he talk to Eddie Padilla from Councilwoman Moreno's office. He also talked about a letter to the Mayor supporting affordable housing. He wants to elicit Brent to help or to write the letter.

- 10. Action Item:** Emilio Rodriguez, Senior Engineer, SANDAG. This presentation is seeking BLP support for the Bayshore Bikeway. He presented a power point on Bayshore Bikeway Barrio Logan Segments, Project Manager for Barrio Logan, Kirk Bradberry is with Emilio for questions. Asking for support in favor of Coastal Permit for the Regional Bike Plan. This is one of their priorities, 24 miles around the Bay. The largest segment to be built is the Barrio Logan. Design Changes include Park Boulevard. It will be an improvement to the community
- Mike Clapp motioned not to approval, David seconded. Discussion: Due to funding to do it right. Agree with concept. Favor: 2 opposed 8

Philomena: Motion to approve with the continued consideration of safety. Tom seconded.
2 abstentions. Approved 10

Mark brought up the discussion of the minutes of the mini group for the Barrio Logan Community Plan update. The notes were sent around. Notes from the 2nd meeting will be sent around soon. We are trying to determine if the Ship building Industry and the EHC can get along to go forward with the Plan.

Matt Carr has been working on the beautification of SDGE to make things more presentable. He wants to meet with the guy that did similar work that was done in the past. All the different agencies involved with the Transfer Station. He wants to get a letter that the BLP can sign to get the site improved.

Philomena—would like to be on the Parking Congestion and Lack of handicap parking and the Community disruptive noise and light issues.

Klaus will present on the Paper Street in about 60-90 days.

Mark Joplin Loan Officer is a Residential Lender wants to give back to the community. Loves helping people when other lenders have turned them down.

11. Reports and discussion from the Planning Group Board

Ongoing discussion and action items:

- A. Community disruptive noise and light issues—Mario and Mark—Alvarez' office was involved and included the Port to assess where noise was coming from. Today we heard from Ron Powell
- B. Handicap curb ramps needs
- C. Parking congestion and lack of handicap parking
- D. Storm water and storm drain needs
- E. Paper street – extension of 26th Street
- F. Traffic signals on Cesar Chavez Blvd

12. Adjournment: Next meeting March 20th, 2019

Barrio Logan Planning Group contact: Mark Steele mark@mwsteele.com

	City of San Diego Development Services 1222 First Ave., MS 302 San Diego, CA 92101 (619) 446-5000	<h1>Ownership Disclosure Statement</h1>	FORM
			DS-318
			October 2017

Approval Type: Check appropriate box for type of approval(s) requested: ☐ Neighborhood Use Permit ☒ Coastal Development Permit
☐ Neighborhood Development Permit ☐ Site Development Permit ☐ Planned Development Permit ☐ Conditional Use Permit ☐ Variance
☐ Tentative Map ☐ Vesting Tentative Map ☐ Map Waiver ☐ Land Use Plan Amendment ☐ Other _____

Project Title: Bayshore Bikeway Barrio Logan Segment **Project No. For City Use Only:** 619732

Project Address: Harbor Drive between Park Boulevard and 32nd Street

Specify Form of Ownership/Legal Status (please check):

☐ Corporation ☐ Limited Liability -or- ☐ General - What State? _____ Corporate Identification No. _____
☐ Partnership ☐ Individual

By signing the Ownership Disclosure Statement, the owner(s) acknowledge that an application for a permit, map or other matter will be filed with the City of San Diego on the subject property with the intent to record an encumbrance against the property. Please list below the owner(s), applicant(s), and other financially interested persons of the above referenced property. A financially interested party includes any individual, firm, co-partnership, joint venture, association, social club, fraternal organization, corporation, estate, trust, receiver or syndicate with a financial interest in the application. If the applicant includes a corporation or partnership, include the names, titles, addresses of all individuals owning more than 10% of the shares. If a publicly-owned corporation, include the names, titles, and addresses of the corporate officers. (A separate page may be attached if necessary.) If any person is a nonprofit organization or a trust, list the names and addresses of **ANY** person serving as an officer or director of the nonprofit organization or as trustee or beneficiary of the nonprofit organization. A signature is required of at least one of the property owners. Attach additional pages if needed. Note: The applicant is responsible for notifying the Project Manager of any changes in ownership during the time the application is being processed or considered. Changes in ownership are to be given to the Project Manager at least thirty days prior to any public hearing on the subject property. Failure to provide accurate and current ownership information could result in a delay in the hearing process.

Property Owner

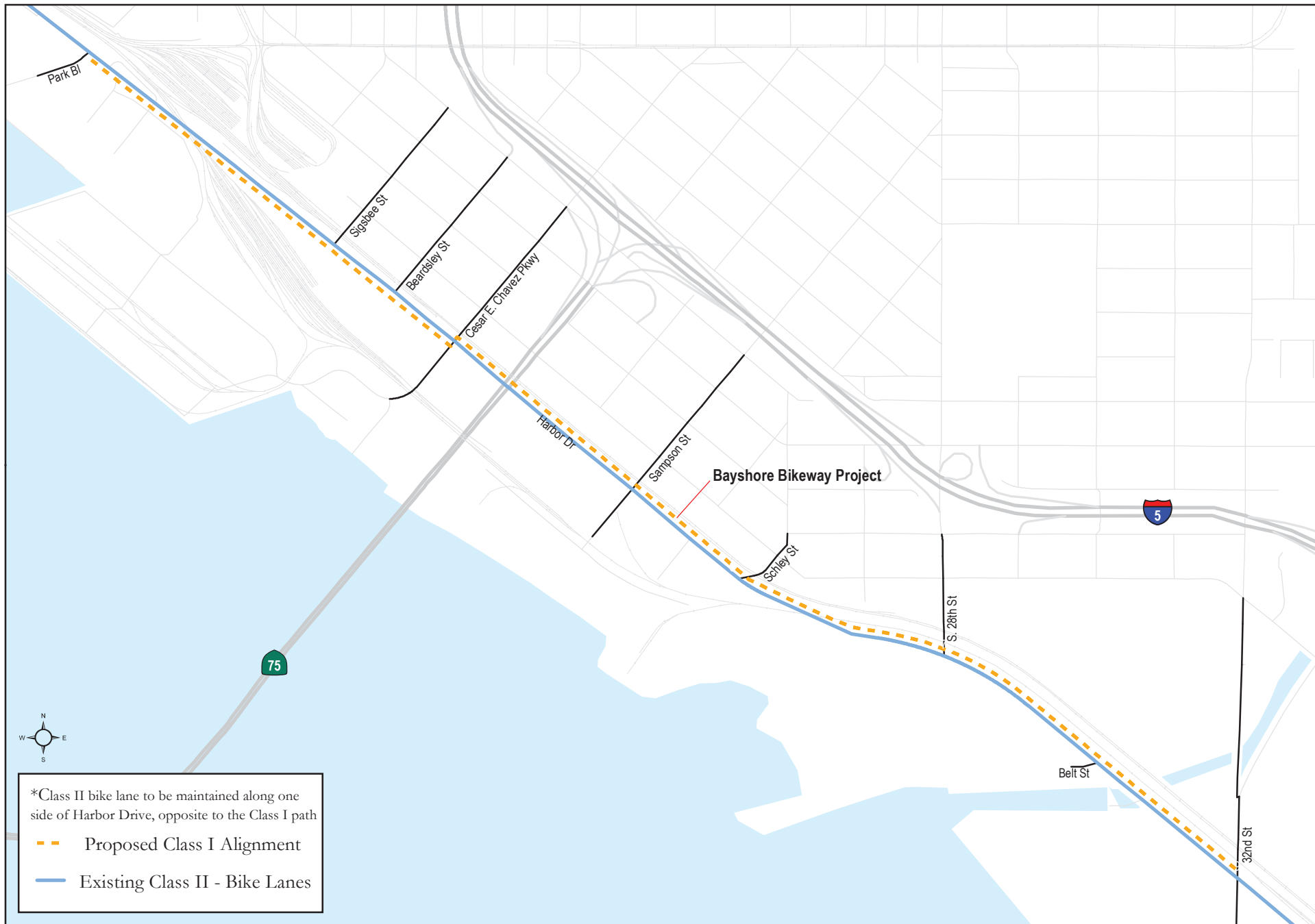
Name of Individual: City of San Diego ☒ Owner ☐ Tenant/Lessee ☐ Successor Agency
 Street Address: _____
 City: San Diego State: CA Zip: 92101
 Phone No.: _____ Fax No.: _____ Email: _____
 Signature: _____ Date: _____
 Additional pages Attached: ☐ Yes ☐ No

Applicant

Name of Individual: SANDAG ☐ Owner ☐ Tenant/Lessee ☐ Successor Agency
 Street Address: 401 B Street, Suite 800
 City: San Diego State: CA Zip: 92101
 Phone No.: 619-595-5374 Fax No.: _____ Email: tpe@sandag.org
 Signature: Timothy Pesce Digitally signed by Timothy Pesce
Date: 2019.07.23 15:26:26 -0700 Date: 7/23/19
 Additional pages Attached: ☐ Yes ☒ No

Other Financially Interested Persons

Name of Individual: _____ ☐ Owner ☐ Tenant/Lessee ☐ Successor Agency
 Street Address: _____
 City: _____ State: _____ Zip: _____
 Phone No.: _____ Fax No.: _____ Email: _____
 Signature: _____ Date: _____
 Additional pages Attached: ☐ Yes ☐ No



Bayshore Bikeway - Barrio Logan Segment

Project Alignment