



# Notice of Exemption

**To:**  Office of Planning and Research  
1400 10th Street  
Sacramento, CA 95814

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

**From:** City of Chula Vista  
276 Fourth Ave  
Chula Vista, CA 91910

**Project Title:** Bayshore Bikeway Segment 6A

**Project Applicant:** City of Chula Vista

**Project Location-Specific:** Between E Street/Gunpowder Point Drive and F Street/Lagoon Drive, west of Bay Boulevard, within the San Diego and Arizona Eastern (SD&AE) Rail right-of-way (ROW) in the City of Chula Vista, CA 91910

**Project Location-City:** City of Chula Vista      **Project Location-County:** San Diego

## Description of Project:

The City of Chula Vista (City) proposes to construct a Class I bikeway facility in the south San Diego Bay area. The proposed Class I facility, which is a path that provides a separated right-of-way for the exclusive use of people walking and riding bicycles, is Segment 6A of the Bayshore Bikeway as described in the Bayshore Bikeway Plan (dated March 17, 2006). The proposed bike path would extend approximately 0.25 mile between E Street/Gunpowder Point Drive and F Street/Lagoon Drive within the SD&AE Rail ROW, which is owned by San Diego Metropolitan Transit System (MTS), west of Bay Boulevard. The proposed project would help close the gap between two existing segments of the Bayshore Bikeway, Segment 5 and Segment 7. The project would contribute to the vision of implementing the Bayshore Bikeway, which consists of a 24-mile regional bicycle facility around San Diego Bay to provide more transportation options and a scenic connection to employment centers, recreation facilities, and tourist destinations along the San Diego Bayfront.

The project site is located along the Chula Vista Bayfront and entirely within the Coastal Zone. The Chula Vista Bayfront is currently undergoing redevelopment in accordance with the Chula Vista Bayfront Master Plan. The project alignment is characterized by disturbed habitat and non-native vegetation, developed land, remnants of the defunct Coronado Belt Line railroad corridor, and overhead electrical transmission utility lines and poles.

The proposed bike path would consist of a Class I shared use bike path consisting of a 15-foot-wide paved path and 2-foot-wide paved shoulders on each side, for a total width of 19 feet. At the northern project limits near the E Street/Gunpowder Point Drive intersection, the proposed bike path would provide connections to the Bayshore Bikeway Segment 5 along Interstate 5 to the north and the Sweetwater Bicycle Path that extends to the west along Gunpowder Point Drive. The bike path would extend in a north – south alignment entirely within the SD&AE ROW. At the southern project limits, the bike path would terminate at F Street/Lagoon Drive. Sidewalk improvements and pedestrian ramps would be constructed on both sides of the roadway. A Pedestrian Hybrid Beacon (PHB) would be installed at this location along F Street/Lagoon Drive to facilitate the safe crossing of pedestrians and bicyclists. PHB and lighting infrastructure would include poles and luminaires on both sides of the roadway/bike path intersection along with painted crosswalk across the roadway.

**Name of Public Agency Approving Project:** City of Chula Vista

**Name of Person or Agency Carrying Out Project:** City of Chula Vista, 276 Fourth Ave, Chula Vista, CA 91910

**Exempt Status:**

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number:
- Statutory Exemptions. State code number: Public Resources Code 21080.25
- Common Sense Exemption: Section 15061(b)(3)
- Other: Section 15378 (b)(5)

**Reasons to support exemption findings:**

Public Resources Code (PRC) Section 21080.25 statutorily exempts certain sustainable transportation projects from the California Environmental Quality Act (CEQA), including (among other things) “pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way” (PRC Section 21080.25(b)(1)). Projects that utilize this exemption must meet certain criteria, depending on the nature and cost of the project, as identified in PRC Sections 21080.25(c), 21080.25(d), 21080.25(e), and 21080.25(f). Specific criteria in 21080.25(d) and 21080.25(e) do not apply to the proposed project because the cost would not exceed the thresholds of \$100 million or \$50 million, respectively. The table below discusses how the proposed project meets the applicable criteria and thus qualifies for a Statutory Exemption under PRC Section 21080.25.

| <b>Applicable PRC Section 21080.25 Criteria</b>   | <b>Reasons why the Project Qualifies for an Exemption</b>   |
|---|---|
| (c)(1)(A) A local agency is carrying out the project and is the lead agency for the project.  | The City is the project sponsor and CEQA lead agency.   |
| (c)(1)(B) The lead agency shall take an action to approve a project as follows:<br>(i) The lead agency’s governing board shall take an action at a public meeting.<br>(ii) Notwithstanding clause (i), if a lead agency has an alternative project approval process for a project subject to subdivision (b), it may instead follow that alternative process.   | The project will be considered for approval by the Chula Vista Planning Commission and/or City Council at public hearings.  |
| (c)(2) The project does not induce single-vehicle occupancy vehicle trips, add additional highway lanes, widen highways, or add physical infrastructure or striping to highways except for minor modifications needed for the efficient and safe movement of transit vehicles, bicycles, or high-occupancy vehicles, such as extended merging lanes, shoulder improvements, or improvements to the roadway within the existing right of way. The project shall not include the addition of any auxiliary lanes. | The project consists of a bikeway facility, which would not generate or induce single-vehicle occupancy vehicle trips, add additional highway lanes, widen a highway, add physical infrastructure or striping to a highway, or add auxiliary lanes. |
| (c)(3) The construction of the project shall not require the demolition of affordable housing units.  | Construction of the project would not result in the demolition of existing housing units.   |
| (f)(1)(A) Except as provided in subdivision (g), as part of the lead agency’s governing board action pursuant to subparagraph (b) of subparagraph (c), the lead agency shall  | As the City has a Project Labor Agreement in effect, this criterion does not apply. See below.  |

|   |   |
|---|---|
| certify that the project will be completed by a skilled and trained workforce.  |   |
| (f)(1)(B) Subparagraph (A) does not apply if the lead agency has an existing policy or certification approved by its governing board that requires the use of a skilled and trained workforce to complete the project if the lead agency is a signatory to a project labor agreement that will require the use of a skilled and trained workforce on the project. | The City has a Project Labor Agreement in effect to ensure that construction would be completed by a skilled and trained workforce. |

**Lead Agency Contact Person:** Dai Hoang    **Area Code/Telephone/Extension:** (619) 585-5694

**Signature:**     **Date:** April 1, 2026    **Title:** Senior Planner

Signed by Lead Agency