



State of California - Department of Fish and Wildlife

2020 ENVIRONMENTAL FILING FEE CASH RECEIPT

DFW 753.5a (Rev. 12/10/19) Previously DFG 753.5a

RECEIPT
37-2020- 0079
STATE CLEARINGHOUSE NUMBER (If applicable)
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SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY CITY OF CHULA VISTA	LEAD AGENCY EMAIL --	DATE 01/30/2020
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COUNTY/STATE AGENCY OF FILING San Diego County	DOCUMENT NUMBER *2020-0079*
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PROJECT TITLE PALOMAR STREET GRADE SEPARATION PROJECT - CIP NO. STM0361
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PROJECT APPLICANT NAME CITY OF CHULA VISTA	PROJECT APPLICANT EMAIL --	PHONE NUMBER (619) 476-2329
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PROJECT APPLICANT ADDRESS 276 FOURTH AVE	CITY CHULA VISTA	STATE CA	ZIP CODE 91910
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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) | \$3,343.25 | \$ _____ |
| <input type="checkbox"/> Mitigated/Negative Declaration (MND)(ND) | \$2,406.75 | \$ _____ |
| <input type="checkbox"/> Certified Regulatory Program document (CRP) | \$1,136.50 | \$ _____ |

- Exempt from fee
 Notice of Exemption (attach)
 CDFW No Effect Determination (attach)
 Fee previously paid (attach previously issued cash receipt copy)

- | | | |
|---|----------|------------------|
| <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 104436482
 TOTAL RECEIVED
 \$ _____ \$50.00

SIGNATURE 	AGENCY OF FILING PRINTED NAME AND TITLE San Diego County K.ORTIZ , Deputy
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Notice of Exemption

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

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

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

FILED
Ernest J Dronenburg, Jr. Recorder County Clerk

Project Title: Palomar Street Grade Separation Project- CIP No. STM0361

JAN 30 2020
K. Ortiz

Project Applicant: City of Chula Vista, (619) 476-2329

BY _____
DEPUTY

Project Location-Specific: Intersection of Industrial Boulevard and Palomar Street, City of Chula Vista

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

Description of Project: The San Diego Association of Governments (SANDAG) and the City of Chula Vista, in coordination with the Federal Highway Administration (FHWA), are proposing to grade separate the existing Palomar Street/Metropolitan Transit System (MTS) Light Rail Transit (LRT) and San Diego & Arizona Eastern (SDA&E) freight railway at-grade railroad crossing in the City of Chula Vista, San Diego County, California. The proposed project is included in the 2016 cost-constrained Regional Transportation Improvement Program (RTIP) as project CHV30.

Through the project area the existing Palomar Street consists of an east/west divided six-lane roadway (three lanes in each direction) that crosses the existing MTS and SDA&E railroad tracks at-grade. To the west of the at-grade crossing, Palomar Street is located within the City of Chula Vista and intersects with Industrial Boulevard, approximately 50 feet west of the rail crossing. Trenton Avenue connects with westbound Palomar Street approximately 400 feet west of the rail crossing. Industrial Boulevard connects with Ada Street by a roundabout approximately 650 feet south of Palomar Street.

The proposed project would lower the six-lane Palomar Street under the existing MTS rail corridor and Industrial Boulevard. A new two-lane overcrossing (bridge) for Industrial Blvd and a double track rail overcrossing (bridge) would be constructed over the lowered Palomar Street approximately 200 feet in length with a minimum 16.5-foot clearance to Palomar Street. The roadway for Palomar Street would consist of six (6) vehicular lanes, with 7-foot shoulder/bike lanes and 8-foot sidewalks in each direction, and with a 14-foot maximum width median or 10-foot left turn lane with 4-foot raised median. The roadway improvements on Palomar Street would extend approximately 660 feet west and 620 feet east of MTS rail corridor railroad tracks with a total length of approximately 1300 feet. Roadway striping would also be included along Palomar Street, Naples Street/Industrial Boulevard, and Moss Street/Industrial Boulevard. Minor widening would also occur along the eastside of Industrial Boulevard north of Moss Street. This minor widening would result in the reduction of on-street parking along the eastside of Industrial Boulevard, south of Moss Street. The length and clearance of the proposed railroad bridge would accommodate two railroad tracks and an approximate 9-foot, barrier-separated pedestrian crossing. The total length of improvements on Industrial Boulevard would extend approximately 300 feet north and 320 south of Palomar Street, with a total length of approximately 700 feet.

Retaining walls and landscaping would be constructed on the north and south sides of Palomar Street. The sidewalks and roadway would be separated by landscaping and retaining walls to maintain Americans with Disabilities Act (ADA) accepted maximum grades.

The improvements on Trenton Avenue would be constructed to a point approximately 150 feet north of Palomar

Street. The grade of the intersection of Palomar Street and Trenton Avenue would be lowered to match the new Palomar Street grade.

Industrial Boulevard would be constructed with one 11-foot lane, 5-foot bike lane, and 6-foot sidewalk in each direction. The bridge would have a 10-foot striped median which tapers to double stripe north of the Industrial Boulevard Overcrossing.

A portion of Oxford Street would be realigned parallel to Palomar Street and join the retail shopping entrance off Palomar Street. The retail shopping parking lot would be redesigned to accommodate the connection of Oxford Street to Palomar Street. Parking spaces would be added to Oxford Street adjacent to the rail track to offset the loss of parking spaces due to the Oxford Street connection.

The traffic signal-controlled intersection on Palomar Street and the driveway entrances to the Starbucks store and the shopping mall would be reconstructed and lowered to meet the proposed grade. The left turn lane on eastbound Palomar Street to the shopping mall would be extended to approximately 220 feet to accommodate turning traffic at this location.

Construction staging areas for the proposed project would potentially be located on the existing vacant lot southwest of the Palomar Street/Industrial Boulevard intersection and the parking lot of the former Toys “R” Us store located near the intersection of Industrial Avenue and Moss Street.

The MTS and SDA&E railroad tracks will also require a crossover track within the railroad right of way during construction, between Anita Street and Main Street.

Currently, over 200 trains cross Palomar Street at this location on weekdays (including two freight trains). The purpose of the proposed project is to improve safety, as it will remove the existing at-grade conflict between vehicular traffic and rail traffic. In addition, the proposed project would reduce the congestion and inconvenience caused by this existing at-grade facility. The Land Use and Transportation Element of the City’s General Plan identifies the need to grade separate the road/rail at-grade crossings within the western part of the City, and this project is consistent with that goal.

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

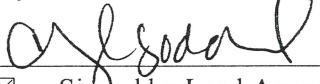
Exempt Status:

- 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: Minor Alterations to Land, Section 15304, Class 4; New Construction or Conversion of Small Structures, Section 15303, class 3; Replacement or Reconstruction, Section 15302, Class 2; Existing Facilities, Section 15301, Class 1
- Statutory Exemptions. State code number: Section 21080.13 Railroad Grade Separation Projects
- General Rule Exemption: Section 15061(b)(3)
- Other: Section 15378 (b)(5)

Reasons to support exemption findings: The proposed Project would not result in a significant effect on the environment, create a cumulative impact, damage a scenic highway, be located on a site pursuant to Section 65962.5, or cause a substantial adverse change in the significance of a historical resource. The purpose of the proposed project is to improve safety, as it will remove the existing at-grade conflict between vehicular traffic and rail traffic. In addition, the proposed project would reduce the congestion and inconvenience caused by this existing

at-grade facility. The Land Use and Transportation Element of the City's General Plan identifies the need to grade separate the road/rail at-grade crossings within the western part of the City, and this project is consistent with that goal.

Lead Agency Contact Person: Cheryl Goddard **Area Code/Telephone/Extension:** (619) 476-2329

Signature: 
 Signed by Lead Agency

Date: January 29, 2020 **Title:** Senior Planner

FILED IN THE OFFICE OF THE COUNTY CLERK
San Diego County on JAN 30 2020
Posted JAN 30 2020 Removed _____
Returned to agency on _____
Deputy **K. Ortiz**