

## CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA  
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# Th8a

Filed: September 30, 2009  
49th Day: November 18, 2009  
180th Day: March 29, 2010  
Staff: D. Lilly-SD  
Staff Report: October 9, 2009  
Hearing Date: November 4-6, 2009

## STAFF REPORT: CONSENT CALENDAR

**Application No.:** 6-09-30

**Applicant:** City of Imperial Beach      **Agent:** Jim Nakagawa

**Description:** Renovation of the public works yard to expand existing one-story building by 800 sq.ft.; relocate truck staging area, add 16 public parking spaces and create access to adjacent Bayshore Bikeway.

Lot Area	2.86 acres
Building Coverage	.34 acres (12%)
Pavement Coverage	1.50 acres (52%)
Landscape Coverage	.50 acres (18%)
Unimproved Area	.52 acres (18%)
Parking Spaces	26
Zoning	PF (Public Facility)
Plan Designation	PF (Public Facility)
Ht abv fin grade	12 feet

**Site:** 495 10<sup>th</sup> Street, Imperial Beach, San Diego County.  
APN 626-060-01, 02, 05.

**Substantive File Documents:** Certified Imperial Beach Community Plan and Local Coastal Land Use Plan; City of Imperial Beach Staff Report dated 8/6/03; Final Mitigated Negative Declaration dated 10/2/09.

### **I. STAFF RECOMMENDATION:**

The staff recommends the Commission adopt the following resolution:

**MOTION:**      *I move that the Commission approve the coastal development permit applications included on the consent calendar in accordance with the staff recommendations.*

**STAFF RECOMMENDATION TO ADOPT CONSENT CALENDAR:**

Staff recommends a **YES** vote. Passage of this motion will result in approval of all the permits included on the consent calendar. The motion passes only by affirmative vote of a majority of the Commissioners present.

**II. Standard Conditions.**

See attached page.

**III. Special Conditions.**

The permit is subject to the following conditions:

**1 Final Plans. PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit to the Executive Director for review and written approval, final site and building plans for the proposed development. Said plans shall be in substantial conformance with the plans submitted with this application dated January 29, 2009.

The permittee shall undertake the development in accordance with the approved plans. Any proposed changes to the approved plans shall be reported to the Executive Director. No changes to the plans shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

**2. Final Landscaping Plan. PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit a final landscape plan for the review and written approval of the Executive Director. Said plan shall include the following:

- a. A plan showing the type, size, extent and location of all trees/shrubs on the site including the proposed irrigation system and other landscape features;
- b. All new landscaping adjacent to the Bayshore Bikeway shall be drought-tolerant and native plant species. Landscape screening adjacent to 10<sup>th</sup> Street must be drought-tolerant, native or naturalizing plant species. No plant species listed as problematic and/or invasive by the California Native Plant Society, the California Invasive Plant Council, or as may be identified from time to time by the State of California shall be employed or allowed to naturalize or persist on the site. No plant species listed as 'noxious weed' by the State of California or the U.S. Federal Government shall be utilized within the property.
- c. A written commitment by the applicant that all required plantings shall be maintained in good growing condition, and whenever necessary, shall be replaced with new plant materials to ensure continued compliance with applicable landscape screening requirements.

- d. Rodenticides containing any anticoagulant compounds (including, but not limited to, Warfarin, Brodifacoum, Bromadiolone or Diphacinone) shall not be used.
- f. Five years from the date of issuance of the coastal development permit, the applicant shall submit for review and written approval of the Executive Director, a landscape monitoring report, prepared by a licensed Landscape Architect or qualified Resource Specialist, which certifies the on-site landscaping is in conformance with the landscape plan approved pursuant to this Special Condition. The monitoring report shall include photographic documentation of plant species and plant coverage.

The permittee shall undertake the development in accordance with the approved landscape plans. Any proposed changes to the approved plans shall be reported to the Executive Director. No changes to the plans shall occur without a Commission-approved amendment to the permit unless the Executive Director determines that no such amendment is legally required.

#### **IV. Findings and Declarations.**

The Commission finds and declares as follows:

**A. Detailed Project Description/History.** The proposed project consists of an renovation of the City's existing public works yard to accommodate the expansion of programs and staff at the Public Works Department, and to clean up the visual blight of the industrial activity that is occurring on the west side of the existing parking lot, adjacent to the Bayshore Bikeway. The project will also increase public access through the addition of 16 new public parking spaces, new bicycle parking, and new access to the Bayshore Bikeway.

The 2.86-acre triangular shaped site is located at the northern terminus of 10<sup>th</sup> Street, immediately south of the existing Bayshore Bikeway and the South San Diego Bay Unit of the San Diego Bay National Wildlife Refuge, in the City of Imperial Beach. The site currently consists of the public works office building, equipment/storage yard, several small out-buildings, and approximately 10 parking spaces. There is also a truck loading ramp and storage area on the eastern portion of the site. Other uses on site include a fuel station and a wash pit. The entire site has either been developed or disturbed. The site is fenced off from the bikeway, and there is currently no way to access to the bikeway from the site or from 10<sup>th</sup> Street.

The proposed project involves an expansion of the existing one-story, 12 foot high public works staff office of approximately 800 sq.ft., in-line and consistent with the height of the existing building; construction of a new loading ramp over the existing railroad tracks; construction of a new entry drive, a new parking area with 16 new public parking spaces, new oil containment enclosure; a new asphalt bike path connecting 10<sup>th</sup> Street to the Bayshore Bikeway, new bike parking, and new perimeter fencing. Several non-native

shrubs and groundcover will be removed from the site, and new native landscaping will be installed on the western corner of the lot. In addition, the new ramp area next to the end of 10<sup>th</sup> Street will be screened with a chain-link fence and vine-clinging landscaping. Because the design of the landscaping has not been finalized, Special Conditions #1 and #2 require the submittal of final site plans and landscaping plans that require native species be replanted on the portion of the site adjacent to the Bikeway.

The proposed project will not decrease the distance between the existing public works yard and San Diego Bay, and will not encroach onto the Bayshore Bikeway or adjacent sensitive areas. The U.S. Fish and Wildlife Service has submitted a letter in support of the project, noting that the relocation of the dumpster area will eliminate the potential for crows, which are known to prey on the eggs of ground nesting seabirds, to congregate within viewing distance of seabird nesting areas.

The project will result in an increase in total impervious area from 1.66 acres, (approximately 58% of the entire site), to 1.84 acres, 64% of the entire site. Runoff from the majority of the western portion of the site generally flows in a northwesterly direction into a depression onsite that conveys the flows northwest, and ultimately is collected in an existing channel that conveys the flow northeast to the Otay River. The middle northern part of the site currently drains to an existing filtered grate inlet that discharges northerly to the Otay River.

Site Design Best Management Practices (BMPs), have been integrated into the proposed project design to protect stormwater runoff and have been designed to account for the 0.18-acre, or 6 percent increase in impervious area. The proposed new landscaping on the existing dirt truck ramp area will improve the quality of stormwater released from the proposed project site by reducing the amount of soil erosion occurring during storm events. The project includes construction of a vegetated swale running along the southern boundary, west of the proposed parking lot. The swale will intercept runoff for treatment before directing the discharge offsite. The vegetated swale will filter stormwater and pollutants generated from the proposed development as well as surface flows from offsite, and will treat the water through the absorption of potential pollutants prior to the release of the water into the existing channel where the surface water currently flows.

A BMP plan covering construction and operation of the project has been prepared. Site Design BMPs have also been included for the proposed building expansion. The roof of the proposed building expansion will be drained to an adjacent grass area before entering the existing grate inlet. The existing grate inlet filter insert will be equipped with oil-absorbent pouches. The grass area will capture potential stormwater and potential pollutants from the roof and will aid in slowing the flow as well as treating the water through absorption of potential pollutants prior to the release of the water into the storm drain system. Site Design BMPs for the new parking area includes covering the site with a six-inch decomposed granite surface. The use of decomposed granite, a semi-pervious material, will act as a site design BMP by absorbing stormwater onsite, thereby reducing the amount of stormwater runoff from this area.

The use of construction BMPs and stringent source control measures, including material storage areas and trash storage areas, will ensure that potential impacts during construction are less than significant. Typical construction BMPs include storm drain inlet protection for the construction staging area and adherence to construction housekeeping practices to control and manage construction wastes and materials.

A portion of the former San Diego Arizona Railroad traverses the project site's southern boundary. Currently a 45-foot wide railroad right-of-way exists extending from the southeast to the southwest regions of the proposed project site. Towards the southwest section of the project site the railroad tracks begin to disappear underground. The dumpster relocation will cover a section of the railroad track, located at the southeast corner of the project site. The City has not designated the tracks as a historical resource, but recognizes the tracks are a part of a larger regional landmark in south San Diego Bay.

As such, the proposed project has been designed to ensure for every one-foot of railroad track covered from the dumpster relocation, a minimum of one-foot of railroad track will be either uncovered in another area, or left exposed in areas adjacent to asphalt, such as the parking lot. The improvements to the Public Works Yard will result in the covering of 345 feet of existing railroad tracks; however, 420 feet of track, which is more than the one to one ratio included in the project design, will be exposed on the project site. The proposed project has designed the dumpster relocation area to include a geosynthetic material or similar material as the base for covering the tracks. Using a geosynthetic material as a cover for the existing tracks will protect the tracks from damage by the dumpster and associated construction activities. The placement of an interpretive sign describing the history of the tracks has also been included in the proposed project design. The sign will be placed adjacent to the bike path so it will be visible to bike path users. The placement of the interpretive sign in this location will inform bike path users of the former railroad's connection to the community.

The site is located within the Commission's original permit jurisdiction as historic tidelands or public trust land. Chapter 3 of the Coastal Act is the standard of review.

**B. Biological Resources.** Coastal Act policies 30240 and 30251 restrict the alteration of natural landforms and protect sensitive habitats. Section 30231 of the Coastal Act requires that coastal waters are protected and runoff minimized.

The proposed development will not have an adverse impact on any sensitive habitat, and, as conditioned, will not result in erosion or adverse impacts to water quality, as adequate drainage controls will be provided. Thus, the project is consistent with the resource protection policies of Chapter 3 of the Coastal Act.

**C. Community Character /Visual Quality.** The development is located adjacent to a scenic natural area. As conditioned, it will be compatible with the character and scale of the surrounding area and will not impact public views. Therefore, the Commission finds that the development, as conditioned, conforms to Section 30251 of the Coastal Act.

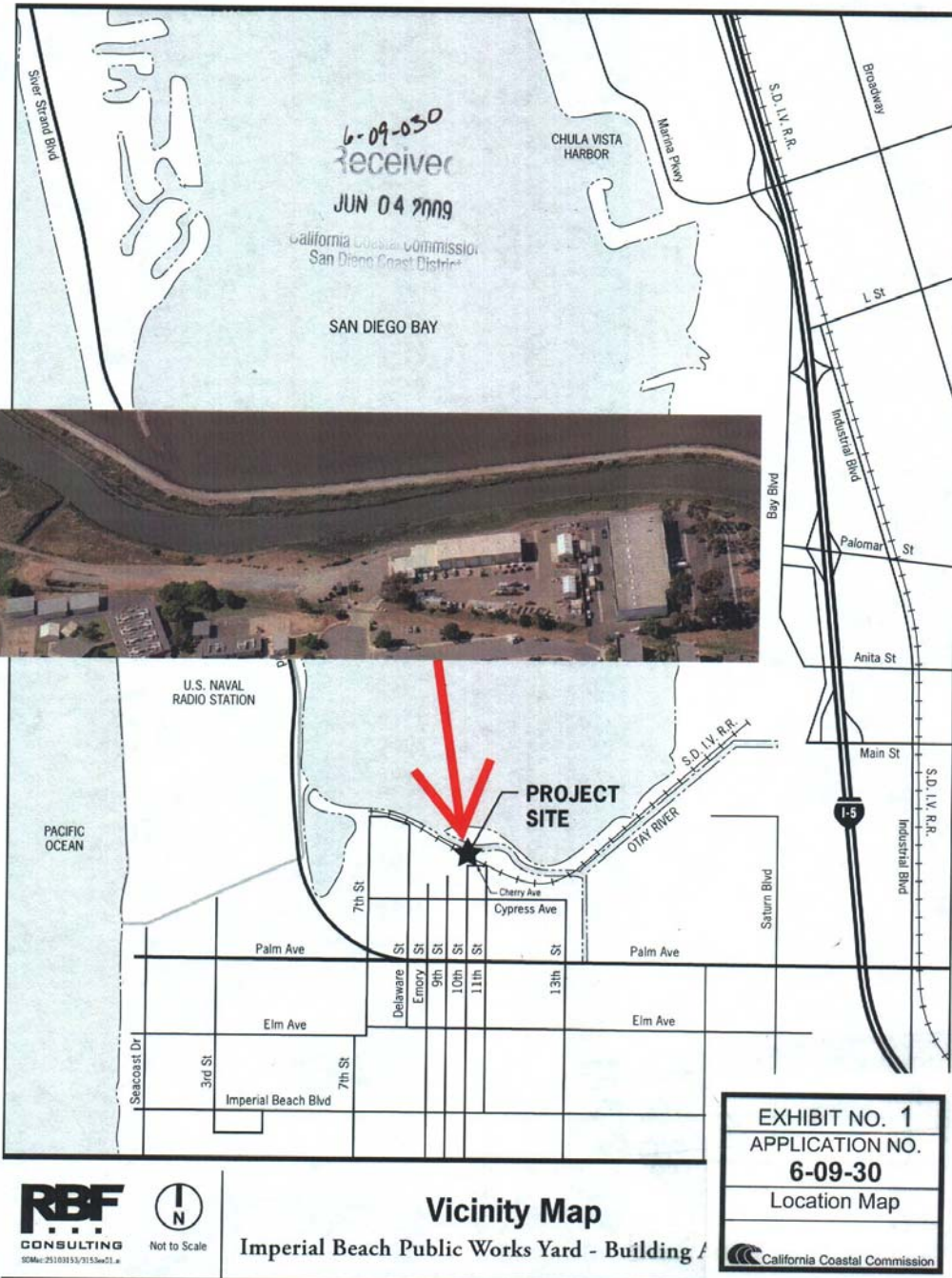
**D. Public Access/Parking.** The proposed development will not have an adverse impact on public access to the coast or to nearby recreational facilities. As conditioned, the proposed development conforms to Sections 30210 through 30214, Sections 30220 through 30224, Section 30252 and Section 30604(c) of the Coastal Act.

**E. Local Coastal Planning.** The subject site is located in an area of original jurisdiction, where the Commission retains permanent permit authority and Chapter 3 of the Coastal Act remains the legal standard of review. As conditioned, the proposed development is consistent with Chapter 3 of the Coastal Act. Approval of the project, as conditioned, will not prejudice the ability of the City of Imperial Beach to continue to implement its certified LCP.

**F. California Environmental Quality Act.** As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned to mitigate the identified impacts, is the least environmentally damaging feasible alternative and is consistent with the requirements of the Coastal Act to conform to CEQA.

#### **STANDARD CONDITIONS:**

1. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. **Expiration.** If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. **Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.



**RBF**  
CONSULTING  
SOMex 25103153/2153w01.a



**Vicinity Map**  
Imperial Beach Public Works Yard - Building

EXHIBIT NO. 1  
APPLICATION NO.  
**6-09-30**  
Location Map  
California Coastal Commission

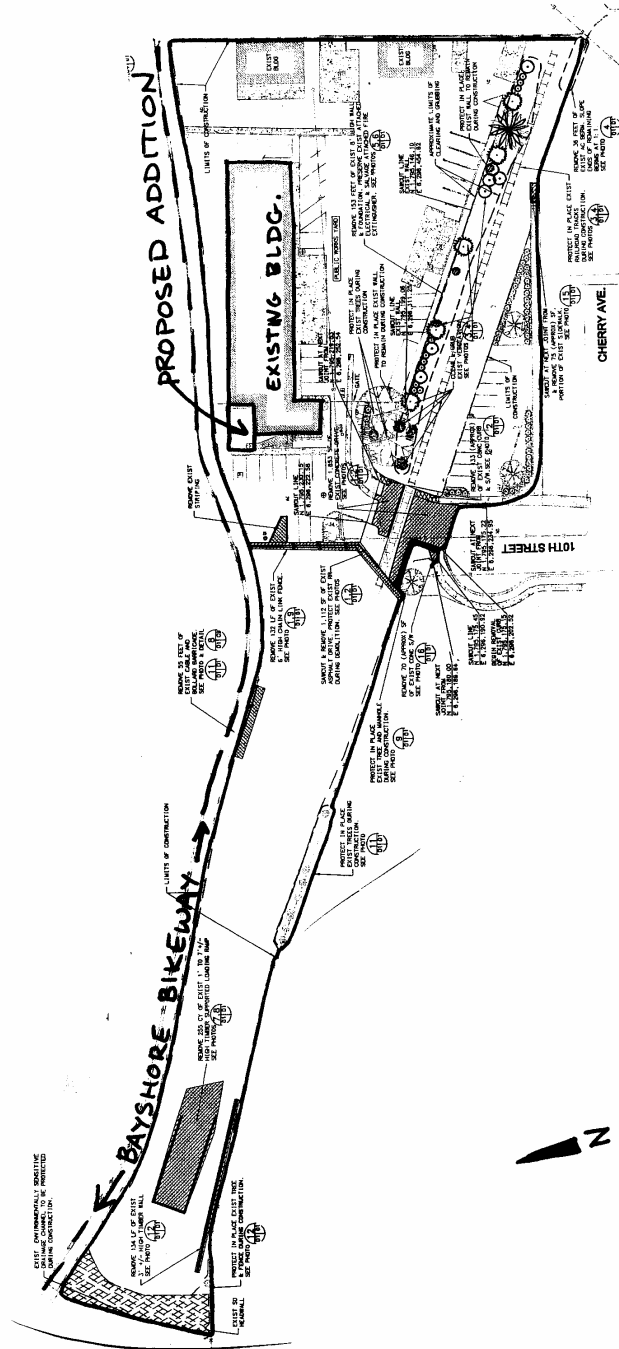


EXHIBIT NO. 2  
APPLICATION NO.  
6-09-30  
Site Plan  
California Coastal Commission



