

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA
7575 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4402
767-2370



January 25, 2001

RECORD PACKET COPY**Tue 6a**

TO: COMMISSIONERS AND INTERESTED PERSONS

FROM: PETER DOUGLAS, EXECUTIVE DIRECTOR

**SUBJECT: CITY OF SAN DIEGO LOCAL COASTAL PROGRAM AMENDMENT
NO. 5-2000 San Ysidro Community Plan Circulation Element (Tia Juana
River Valley LCP segment) Street Vacations (De Minimis)**

**EXECUTIVE DIRECTOR'S DETERMINATION THAT THE LCP
AMENDMENT IS DE MINIMIS - (For Commission review at its meeting
of February 13-16, 2001)**

The Coastal Act was amended January 1, 1995 to provide for a more streamlined method to review amendments to local coastal programs. Section 30514(d) allows the Executive Director to make a determination that a proposed LCP amendment is de minimis in nature. The Executive Director must determine that the proposed amendment: 1) has no impact, either individually or cumulatively, on coastal resources; 2) is consistent with the policies of Chapter 3; and 3) does not propose any change in land use or water use or any change in the allowable use of property. Section 30514(d) requires the local government to notice the proposed de minimis LCP amendment 21 days prior to submitting it to the Executive Director either through: 1) publication in a newspaper of general circulation; 2) posting onsite and offsite the area affected by the amendment; or 3) direct mailing to owners of contiguous property. If the Executive Director makes the determination that the proposed amendment qualifies as a "de minimis" amendment and finds the public notice measures have been satisfied, such determination is then reported to the Commission for its concurrence.

PROPOSED AMENDMENT

The City of San Diego proposed de minimis LCP amendment affects only the San Ysidro Community Plan, which is a geographic portion of the Tia Juana River Valley LCP segment. The modifications would vacate Tia Juana Street, and those portions of Boston Avenue, Willow Road and New York Avenue south of Camino de la Plaza. The streets are "paper streets" which exist only on paper and are not constructed, and the vacation is to accommodate a mixed-use development known as the *International Gateway of the Americas*. The amendment would modify most of the figures in the adopted community plan, since most figures show the previously planned street grid; specifically, it will modify Figures #2 - 17, 19 - 31, including 25a. It would also modify many other graphics in the plan and the plan text to delete references to Tia Juana Street, which was planned as a two-lane collector street serving only a single development site; the smaller cross streets were not identified by name in the plan text, but only shown in graphics.

The City Council resolution that approves and conveys the proposed amendment is attached. The amendment was approved by the City Council on November 21, 2000. The amendment was properly noticed through newspaper publication and direct mail and there are no known interested parties other than the property owner. The amendment request was received in the Commission office on December 12, 2000.

DISCUSSION

The City of San Diego LCP consists of land use plans for the twelve LCP segments and a single implementation program for the entire coastal zone area within the City. It has been effectively certified since 1988, with a few remaining areas of deferred certification. The Commission has processed many amendments to the LCP since its original certification; most of these have been certified, some as submitted and some with suggested modification.

The revisions currently proposed by the City are de minimis in nature. They do not change land uses, they have no impact on coastal resources and they are consistent with Chapter 3 of the Coastal Act. The deletion of the identified "paper" streets does not change the underlying Border Commercial land use designation, which supports tourist-related commercial businesses. The City of San Diego has approved a specific mixed-use development proposal for the area including these streets called the International Gateway of the Americas. That proposal includes an internal private street system in a different configuration than that shown in the certified San Ysidro Community Plan. The site is several miles inland from the coast such that issues concerning public access to the shoreline often associated with changes to a circulation element are not a concern in this case. Approximately half the overall development site is completely outside the coastal zone. The proposed modifications to the circulation element will not allow for any type of development or land use which is different than that allowed in the current certified LCP land use plan.

DETERMINATION

The Executive Director determines that the City of San Diego LCP amendment is de minimis. Based on the information submitted by the City, the proposed LCP amendment will have no impact, either individually or cumulatively, on coastal resources. It is consistent with the policies of Chapter 3 of the Coastal Act. The amendment does not propose any change in land use or any change in the allowable use of property. The City has properly noticed the proposed amendment. As such, the amendment is de minimis pursuant to Section 30514(d). The Executive Director recommends that the Commission concur in this determination. Unless three or more members of the Commission object to this determination, the amendment shall become effective and part of the certified LCP ten (10) days after the date of the Commission meeting.

(R-2001-728)

RESOLUTION NUMBER R-_____

ADOPTED ON 11-21-00

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO APPROVING AMENDMENTS TO THE SAN YSIDRO COMMUNITY PLAN, THE PROGRESS GUIDE AND GENERAL PLAN, AND THE LOCAL COASTAL PROGRAM FOR THE INTERNATIONAL GATEWAY OF THE AMERICAS PROJECT.

WHEREAS, International Gateway Associates LLC requested an amendment to the San Ysidro Community Plan, Progress Guide and General Plan and Local Coastal Program Land Use Plan to eliminate Tia Juana Street, a bikeway on Tia Juana Street, and some local unimproved streets to accommodate the proposed International Gateway commercial project; and

WHEREAS, on October 26, 2000, the Planning Commission of the City of San Diego held a public hearing, and voted to recommend approval of the International Gateway of the Americas project, including the associated amendments to the San Ysidro Community Plan, Progress Guide and General Plan, and Local Coastal Program Land Use Plan; and

WHEREAS, City Council Policy 600-7 provides that public hearings to consider revisions to the Progress Guide and General Plan for the City of San Diego may be scheduled concurrently with public hearings on proposed community plans in order to retain consistency between said plans and the Planning Commission has held such concurrent public hearings; and

WHEREAS, the Council of the City of San Diego has considered all maps, exhibits and written documents contained in the file for this project on record in the City of San Diego, and has considered the oral presentations given at the public hearing; and

City of San Diego
LCPA #5-2000
Resolution 1.

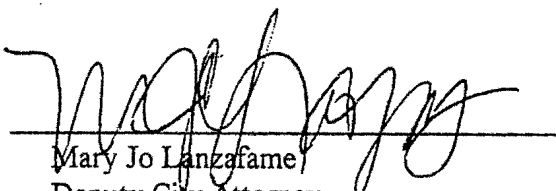
WHEREAS, the Council of the City of San Diego held a public hearing to approve the General and Community Plan amendments, and, by a majority vote, approved such actions; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that the Council approves amendments to the San Ysidro Community Plan, Progress Guide and General Plan, and the Local Coastal Program Land Use Plan. A copy of the amendments is on file in the office of the City Clerk as Document No. RR-_____.

BE IT FURTHER RESOLVED, that this amendment to the San Ysidro Community Plan is consistent with the City adopted Regional Growth Management Strategy, and that the City Clerk is directed to transmit a copy of this Resolution to SANDAG in its capacity as the Regional Planning and Growth Management Review Board.

APPROVED: CASEY GWINN, City Attorney














By


Mary Jo Lanzafame
Deputy City Attorney

MJL:lc
10/30/00
Or.Dept:PDR
R-2001-728
Form=r&t.frm

OTAY MESA-NESTOR

OTAY MESA

- | | |
|---|---|
|  Residential Low |  Industrial |
|  Low-medium 5-10 DU/NRA |  School |
|  Medium 10-15 DU/NRA |  Park |
|  High 15-30 DU/NRA |  Open Space |
|  Commercial community |  Institutional |
|  border |  Storage |
| |  Trolley Station |

See the residential element for alternative land use.

* See the commercial element for alternative land use.

TIJUANA RIVER

United States
Mexico



Figure

5

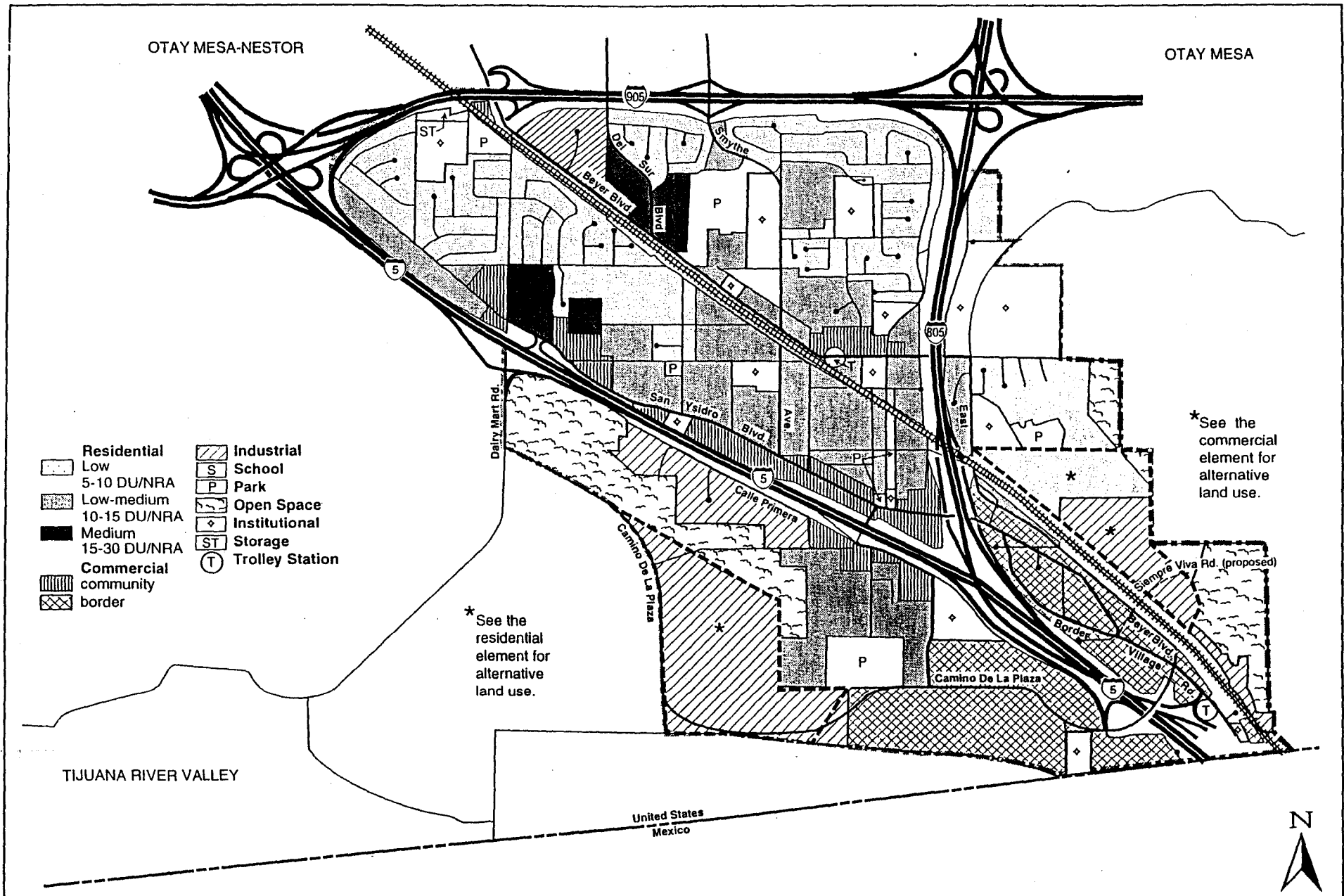


Community Plan Land Use Map SAN YSIDRO COMMUNITY

CITY OF SAN DIEGO • PLANNING DEPARTMENT

*City of San Diego LCRA #5-2000
Typical Graphics Change*

2.



Community Plan Land Use Map
SAN YSIDRO COMMUNITY
 CITY OF SAN DIEGO • PLANNING DEPARTMENT

Figure
5

PROPOSED

Additional vehicular recommendations include:

1. Maintain one-way streets where appropriate, for example at East and West Park Avenues.
2. Maintain the existing width of San Ysidro Boulevard in the historic community commercial core area between Via de San Ysidro and Cottonwood Road to preserve the pedestrian, small scale character of the area. Use appropriate traffic engineering methods which may include additional signage, special paving, and "knuckles" to discourage through traffic and to enhance that area's sense of place (see also the Urban Form Element). If necessary, restripe for three lanes of traffic without widening the road.
3. Use directional signage, special paving, and "knuckles" to discourage vehicular traffic at the trolley station and to enhance that area's pedestrian environment (see Figure 28 and the International Gateway Element).
4. Construct a two-way couplet at Border Village Road and San Ysidro Boulevard to improve traffic flow and to allow the retention of on-street parking on San Ysidro Boulevard to accommodate existing and future businesses.
5. Designate Camino de la Plaza as a four lane collector street to be connected with the Dairy Mart Road. This roadway shall be aligned so as to provide a sufficient buffer between the roadway and the existing riparian corridor of the Dairy Mart Ponds. Mitigation for any riparian habitat disturbed or permanently displaced for the construction of the roadway shall be replaced at a

ratio of 3:1. Recognizing present site constraints and high resource values, an "Enhanced Buffer" with a minimum width of 50 feet shall be created and maintained from Dairy Mart Road along the entire length of the riparian corridor to the vicinity of the Calle Primera cul-de-sac, unless physically impossible because there is no upland area between the existing habitat and the proposed alignment. In those instances, the maximum buffer than can be established will be required. The buffer shall be measured landward from the riparian habitat and shall include, but not be limited to, separation of the roadway from the sensitive habitat by a fence and/or wall; an enhancement plan to create a riparian woodland transition area; the removal of debris, as necessary, and replanting any fill slopes with riparian woodland species that have been found to be acceptable to the State Department of Fish and Game. Design and construct to accommodate future border traffic demand and include a landscaped median or parkway where Camino de la Plaza abuts the Tijuana River levee to define a southern edge for the community and the City (see Figure 25).

6. ~~Designate Tia Juana Street as a two lane collector street to connect Virginia Avenue to Camino de la Plaza. Include a landscaped median or parkway where Tia Juana Street abuts the Tijuana River levee to continue the southern edge~~



Typical
City of San Diego LCPA#5-2000 Text Changes,

Parking

1. Establish a parking assessment district in the Border Village Road - San Ysidro Boulevard couplet area to provide adequate, landscaped, and well-maintained parking facilities.
2. Provide safe, convenient and pleasant pedestrian passages within, to, and from parking areas.
3. Restrict parking to one side of heavily traveled streets (such as San Ysidro Boulevard, especially at the border gate) or very narrow streets (such as the local streets and alley system in the historic neighborhood).
4. Install meters on San Ysidro Boulevard south of Interstate 805, and establish a meter enforcement program.
5. Establish a special parking district at the Border for buses and cars to prevent tourists from occupying parking spaces in community shopping centers and in residential areas.
6. Ensure that new residential and commercial projects meet city-wide parking requirements.
7. Enforce the removal of abandoned vehicles, including illegally parked commercial trucks.
8. Provide an auto shop for local residents to work on their cars, possibly in conjunction with a local high school or junior college auto shop.

9. Increase the use of the parking facility at the Beyer Trolley Station by entering into a joint use agreement with the San Ysidro Health Center across the street to share the lot. The health center is a heavily used facility with over-burdened parking.

Bicycles

1. Provide the bikeways proposed in the 1982 Master Bikeway Plan, including:
 - a. Dairy Mart Road from Beyer Boulevard to Monument Road.
 - b. Smythe Avenue from Highway 905 to Beyer Boulevard.
 - c. Willow Road from San Ysidro Boulevard to Camino de la Plaza with a grade separated crossing of Interstate 5.
 - d. Beyer Blvd. between Highway 905 and Siempre Viva Road.
 - e. Otay Mesa Road between Beyer Boulevard and Highway 905.
 - f. Camino de la Plaza ~~and Tia Juana Street~~ between Dairy Mart Road and San Ysidro Boulevard.

In addition, provide bikeways on major streets, including:

- g. San Ysidro Boulevard from Dairy Mart Road to Camino de la Plaza.