

CALIFORNIA COASTAL COMMISSION

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Th 13a

June 18, 2009

TO: COMMISSIONERS AND INTERESTED PERSONS

**FROM: SHERILYN SARB, DEPUTY DIRECTOR, SAN DIEGO COAST DISTRICT
DEBORAH LEE, DISTRICT MANAGER, SAN DIEGO COAST DISTRICT
DIANA LILLY, COASTAL PLANNER, SAN DIEGO COAST DISTRICT**

**SUBJECT: PROPOSED MINOR AMENDMENT #1-09 (ECO-BIKEWAY) TO THE
CITY OF IMPERIAL BEACH LOCAL COASTAL PROGRAM LAND
USE PLAN**

The City of Imperial Beach is requesting that its certified Local Coastal Program Land Use Plan be amended to make minor revisions and updates to the City's Circulation and Land Use Elements relating to the City's Ecoroute Bikeway and bicycle transit policies. This amendment was filed on April 24, 2009 pursuant to Section 30514(c) of the Coastal Act and Section 13553 of the Commission's Code of Regulations. As such, the last date for Commission action on this item is July 23, 2009.

Procedure

Pursuant to Section 30514 (c) of the Coastal Act and Section 13554 (a) of the Commission's Code of Regulations, the Executive Director has determined that the proposed amendment is "minor" in nature. Section 13554 (a) defines a minor amendment as changes in wording which make the use as designated in the zoning ordinances, maps or other implementing actions more specific and which do not change the kind, location, intensity or density of use and are consistent with the certified land use plan.

Section 13554 (d) states that for land use plans, a minor amendment includes correction, reorganization, revisions, or deletion of certified language which when taken together does not change the kind, location, intensity or density of use or modify the resource protection measures for any area or property, and additions or revisions to certified policies which impose further conditions, restriction or limitations on any use which might adversely affect the resources of the coastal zone.

Pursuant to Section 13555, the Executive Director will report this determination to the Coastal Commission at the following date and location:

DATE and TIME: Thursday, July 9, 2009 9:00 a.m. LOCATION: San Luis Obispo County Gvt Ctr.
Board of Supervisors Chambers
1055 Monterey Street
San Luis Obispo, CA 93408

At that time, any objections to this determination, received within ten days of the transmittal of this notice, will also be reported to the Commission. This proposed minor amendment will be deemed approved unless one-third of the appointed members of the Commission request that it be processed in accordance with Section 13555 (b) of the Code of Regulations as a major amendment. Otherwise, the minor amendment will become effective ten days from the date the Commission concurs with the Executive Director's designation.

If you have any questions or need additional information regarding this proposed amendment, please contact Diana Lilly at the above office. Any objections to the "minor" amendment determination must be received within ten working days of the date of this notice.

Amendment Description

The subject request is to amend several policies in the City's Circulation and Land Use Elements of the Land Use Plan to promote bicycle transit. The City of Imperial Beach recently adopted a Bicycle Transportation Plan (BTP) that consists of a detailed evaluation of existing conditions in within the City of Imperial Beach, as well as future land use plans and anticipated development and population densities, to determine the best way to accommodate, improve, and promote safe and efficient bicycle travel within the City. The intent of the BTP is to provide a comprehensive and coordinated plan for bicycle transportation in Imperial Beach, and in particular improve the City's existing Ecoroute Bikeway. The Ecoroute bikeway is a loop through the City west along Palm Avenue, down the entire length of Seacoast Drive, east along the City's southern border next to the TJ Estuary, and north along Connecticut/7th Avenue to the Bay. It is located entirely on existing city streets. It connects to, but does not include the Bayshore Bikeway.

The City has a number of existing policies that address broader issues of transit including the following, which would not be altered by the proposed amendment:

GOAL 1 BALANCED CIRCULATION

The quality of life and economic vitality of Imperial Beach is dependent upon a safe and efficiently operating circulation system that provides for pedestrians, bicycles, trucks, automobiles and public transportation. Specific aspects of this system should include:

a. Assure Regional Access

Imperial Beach is dependent on its transportation connections to the rest of the region and will pro-actively work with other cities and organizations to preserve and improve this regional access.

b. Safety, Environmental Sensitivity, Energy Efficiency

The City will strive for safety, environmental sensitivity and energy efficiency in all transportation designs and improvements. In this system, pedestrian walkways, bicycle paths and public transit will receive the same attention as facilities designed for the automobile.

C-12 Transit Facilities

As deemed necessary, new developments shall be required to provide or assist in funding transit facilities such as bus shelters and turnouts.

C-13 Ridesharing

The City shall promote ridesharing and shall provide ridesharing information to the public.

C-9 Comprehensive Transit Services

The City shall support the availability of transit service as a means to reduce automobile congestion, to provide transportation for- those who have no other form of transportation, as a means to reduce air pollution, and as a service to visitors.

The proposed amendment would build on these and other existing LUP policies encouraging alternative means of transit by promoting bicycle transit consistent with the BTP. (However, the amendment does not incorporate the BTP into the LCP). The amendment includes policy changes that would revise the existing designated truck routes to eliminate several routes closest to the shoreline, update policies to note new traffic calming measures and bike lane facilities planned for Palm Avenue, promote the use of buses that can accommodate bikes, encourage the provision of bike facilities in new development and around transit stations, and remove a policy that designated a "sidewalk" bike route with the newly designated Class II and Class II bikeway route on Palm Avenue.

The most significant change would be to Palm Avenue, from west of 7th Street to Third Street, which would be redesignated from a 4 lane Major Street to a 2 Lane Collector, with a Class 2 Bike Lane, rather than a Sidewalk Bike Route. New policy language would state: *An acceptable Level of Service for Palm Avenue west of 7th Street to 3rd Street shall be LOS E and F with prescribed traffic calming measures implemented tied to alternative transportation system development, such as a bicycle transportation plan.*" (C-1) and *"Traffic calming measures, specifically on the Palm Avenue corridor between Ninth Street and Seacoast Drive should be employed as a measure to enhance public safety"* (C-21).

Traffic calming (i.e., traffic slowing) measures can have positive impacts on public access and recreation and greenhouse gas emission when new landscaping, parking, and bicycle paths are created, but care must be taken not to impede public access to the coast

by significantly hindering circulation on major coastal access routes. In this case, the amendment would allow the reduction of lanes on Palm Avenue from 4 lanes to 2, but within in the overall context of improving alternative transit and providing additional landscaping, which is consistent with the public access and alternative transit policies of the Coastal Act. The Commission notes that slowing traffic on Seacoast Drive *would* potentially adversely impact public access. Any such proposal would require further review by the Commission through an LCP amendment to ensure no adverse impacts to coastal resources would occur.

As proposed, the amendment would improve and protect coastal access and recreation facilities. The amendment would not change any underlying zoning or affect the location, intensity or density of use and can be found in conformance with the certified land use plan as amended herein.

New language is underlined and *italicized*; deletions are ~~struck-out~~.

CIRCULATION ELEMENT:

Policy C- 1 Street Classification Plan, Design Standards and Dedication Requirements

Streets shall be classified as shown in Figure C-5. *An acceptable Level of Service (LOS) for Palm Avenue west of 7th Street to 3rd Street shall be LOS E and F with prescribed traffic calming measures implemented tied to alternative transportation system development, such as a bicycle transportation plan.* Cross sections, the general right-of-way width and configuration for each street and highway shall be as specified by the City. All street and highway designs should further the goal of providing safe and efficient circulation, as well as an aesthetically pleasing urban form. Developers shall dedicate right-of-ways and street improvements in keeping with the street classification system, as may be required by the City.

Policy C-7 Truck Routes

a. Truck Routes

Designated truck routes shall be:


- SR-75/Palm Avenue, from the eastern City limit to ~~Third~~ *Seventh* Street
- Imperial Beach Blvd., from the eastern City limit to Ninth Street
- Thirteenth Street, from Palm Avenue to southern City limit
- Ninth Street, from SR-75/Palm Avenue to Imperial Beach Blvd.
- ~~Third Street, from SR-75/Palm Avenue to Imperial Beach Blvd.~~

Policy C-8 80 Foot Right-of-Ways

The City should ~~consider reducing~~ *reduce* the existing 80-foot street rights-of-ways for streets that are not shown as prime, major or collector streets on the Street Classification Plan (Figure 5). *Palm Avenue, between Ninth Street and Third Street is classified as a 2-lane collector with traffic calming measures and designated for an alternative transportation network, such as on-street bicycle facilities.* Other such reductions should take place on a block-by-block basis when initiated by property owners or the City and where it can be shown, *by a comprehensive traffic impact analysis,* that will be no public detriment or expense.

Policy C-11 Bus Stops and Bus Transfer Points

The City should encourage MTDB to enhance Imperial Beach bus loading and unloading stops as well as bus transfer points. The SR-75/Palm Avenue at Ninth Street bus stop should be upgraded to a MTDB Level IV stop to include accessibility to disabled persons, *bicycle racks and storage facilities,* expanded sidewalk, seating, passenger shelter, route destinations, route map, lighting, time tables for each route, trash receptacles, system map and telephone. *The City should encourage MTDB to provide route buses that can accommodate the transportation of bicycles for passengers.* The City shall also explore the long term potential for an expanded multi-model transfer station on SR-75/Palm Avenue.

EXHIBIT #1
Proposed LUP Amendment
IMB-MIN-1-09 Eco-Bikeway
 California Coastal Commission

Policy C-15 Bikeways Plan

Bikeways shall be located and classified as shown in Figure C-6. Westbound Palm Avenue between Seventh Street and Rainbow Drive is classified as a Class III Route. Eastbound Palm Avenue is classified as a Class II Bicycle Route from Rainbow Drive to 7th Street. The Bikeway Plan is designed to tie into the City of San Diego's Class II Bike Lane on SR 75, to connect to the Bayshore Bikeway and to connect to a new Ecoroute Bikeway as described in Policy C-16.

Policy C-16 Ecoroute Bikeway

A special Ecoroute Bikeway shall be established to encompass Imperial Beach's environmental assets including South San Diego Bay, the Tijuana River Estuary, the dunes on South Seacoast Drive, the beach, the pier and the breakwaters. The eastern portion of the Palm Avenue Ecoroute Bikeway Project should provide a transition between the proposed full-width improvements and the existing 4-lane street road section and improvements, as currently constructed. The general route is illustrated in Figure C-7. Distinctive signage shall be developed to designate the route as well as a painted line on the pavement along the route. Opportunities for interpretive stations should occur along the route, for example:

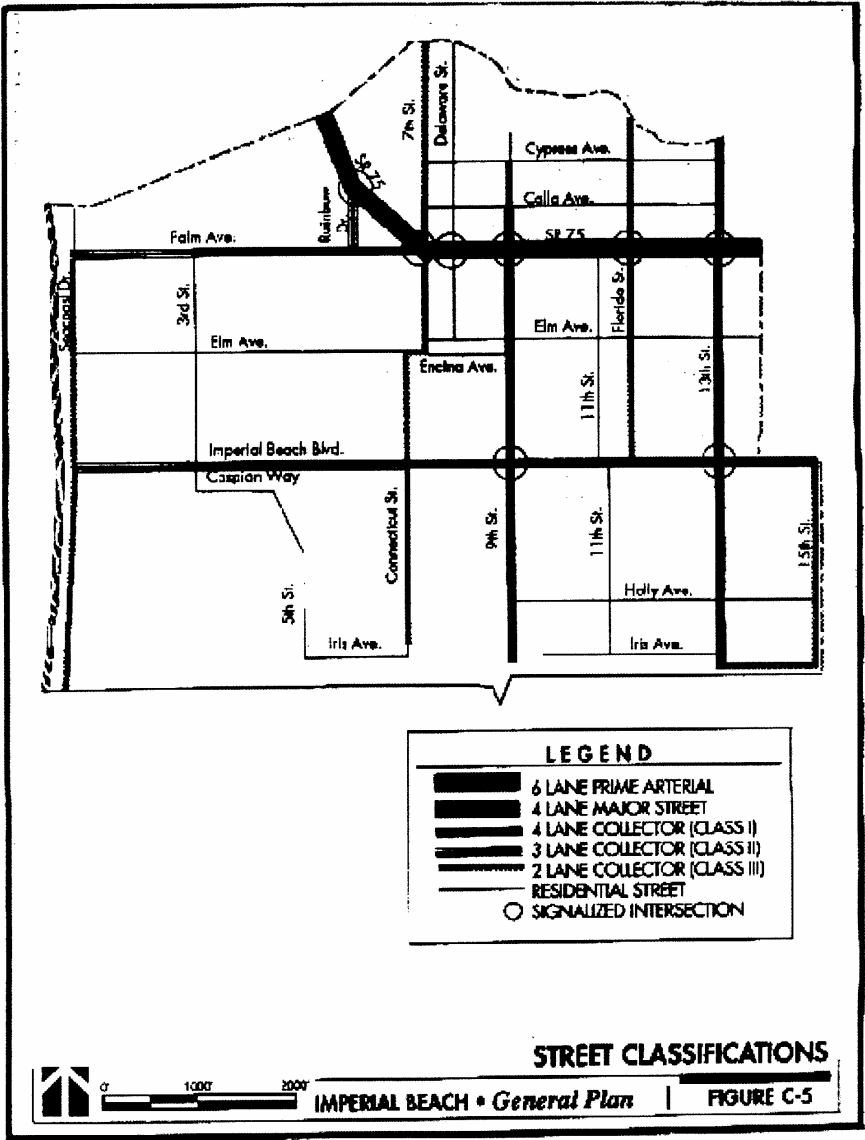
- Anywhere along the South San Diego Bayfront
- 5th and Iris
- The mouth of the Tijuana River at the end of the path in the Refuge
- PERL research facilities
- The Tijuana Estuary Visitor Center
- 3rd Street and Imperial Beach Boulevard
- Southern end of Seacoast Drive
- Pier Plaza, for the beaches and the environment created by the pier
- Western end of Palm Avenue, near or at the intersection of Third Street and Palm Avenue, for the environments created by the breakwaters.

The information presented at the stations should be presented with the objective of describing "WHATS GOING ON." The idea is to explain the different ecosystems, the major roles and players in them and how they are connected together (this includes humans). The information is to be presented on different levels of detail from the superficial for the stop 'n go cyclist to the more sober student of nature who desires to pause, learn and meditate on the "Grand Scheme" all around of which they are a part.

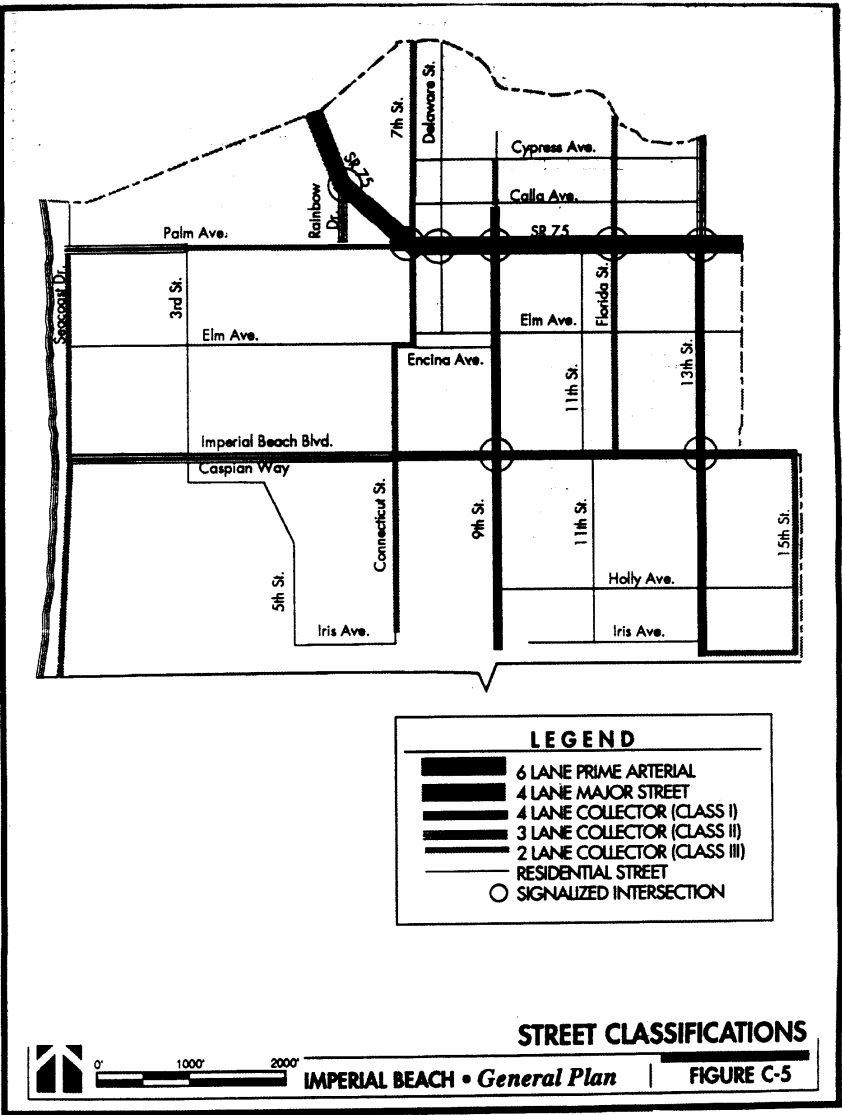
Policy C-18 ~~Sidewalk Bike Route~~ – Palm Avenue Corridor

~~The Palm Avenue sidewalks between 3rd Street and 7th 9th Street shall be designated as Sidewalk Bike Class II and Class III Bikeway Routes. Such sidewalks This segment of Palm Avenue shall be signed to encourage bicyclists but shall also remain available for pedestrians and identify the corridor as a part of the City's Eco Bikeway.~~

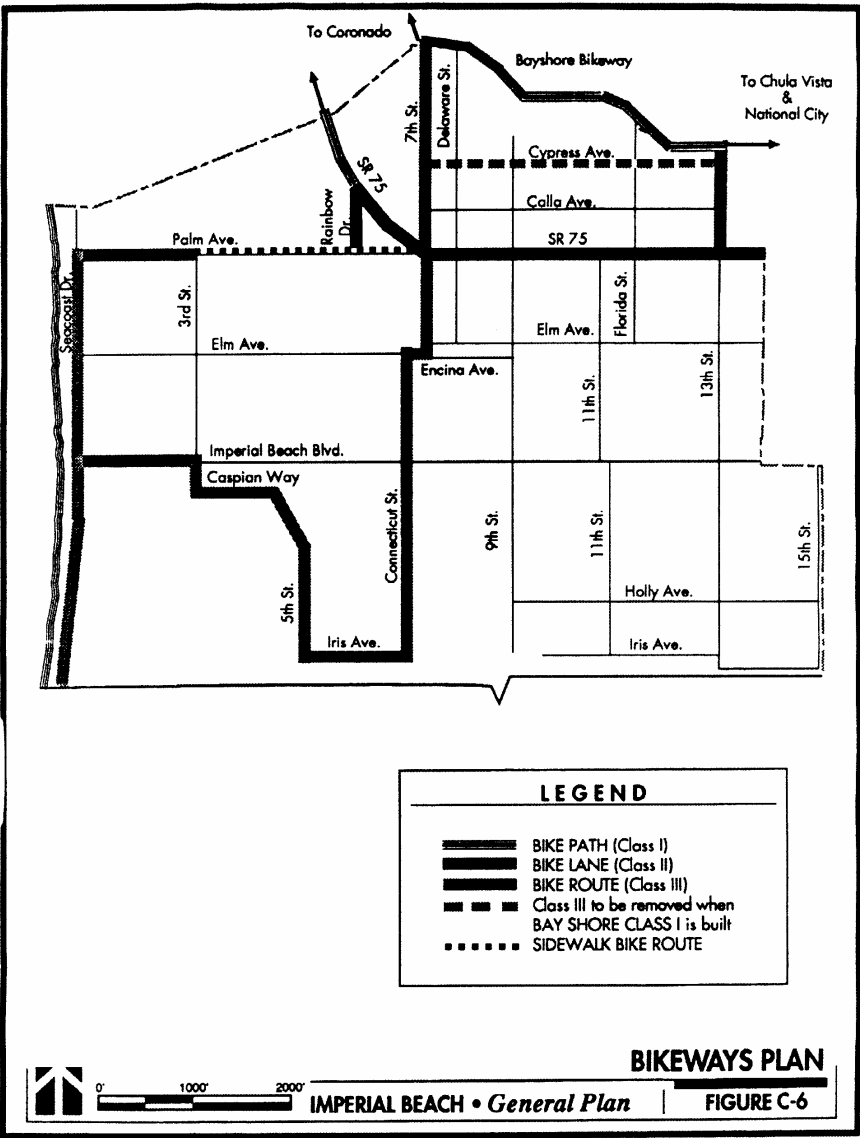
Existing Figure C-5



Proposed Figure C-5

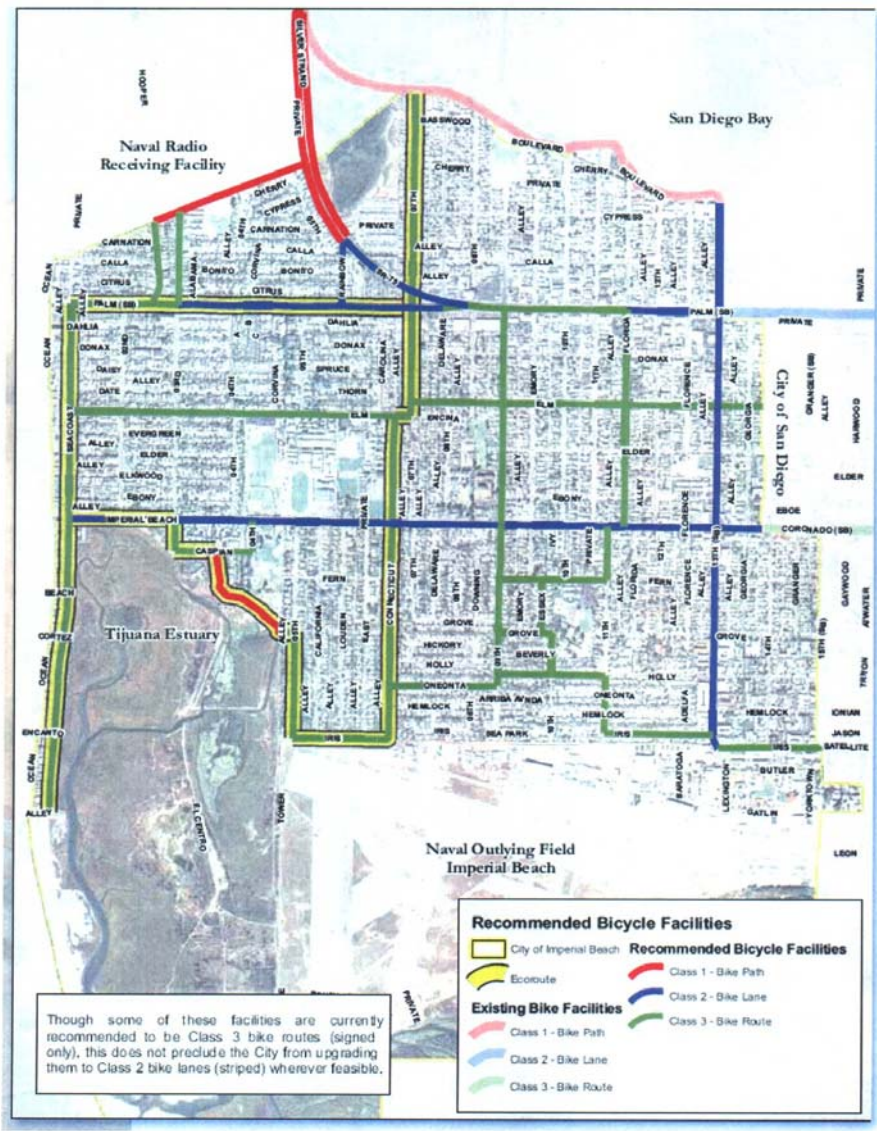


Existing Figure C-6



Proposed Figure C-6

Figure C-6 Bikeways Plan



Policy C-19 Bicycle Facilities Encouraged

Bikeways shall be encouraged within the City and adjoining jurisdictions as a compliment to Imperial Beach's small town residential character and recreation emphasis, as an effective alternative to automobile travel, to maximize the impact on air quality and energy conservation and for the convenience of residents and visitors.

The City shall install bicycle storage facilities in public areas such as the beach, City Hall and parks and in other public facilities in order to encourage bicycle use. Bicycle storage facilities should be considered as a required condition of approval on new development applications for proposed commercial, hotel or major residential projects and/or provided at mass transit and bus system facilities or designated transit stops.

Policy C-20 SANDAG Bikeways Plan

The City shall request that the Seacoast Drive to the Mexican Border Bikeway and the Ninth Street Bikeway be removed from SANDAG's Regional Transportation Plan since these facilities are not practical to construct. The City shall request that SANDAG's Regional Transportation Plan be amended to identify the City's Eco-Bikeway Routes and amend the classification for Palm Avenue between Ninth Street and Third Street to be consistent with changes in City's Bicycle Transportation Plan.

Policy C-21 Pedestrian Circulation

Sidewalks shall be required for all new developments. Normally, the sidewalk shall be located so that a landscape strip for trees and vegetation is located between the sidewalk and the vehicle travel way. City should discourage the use of sidewalks for use as a bicycle route or bicycling facility.

Techniques shall be encouraged to create a pleasant walking experience including concern for views, paving materials, landscaping, street furniture and pedestrian scaled lighting. Traffic calming measures, specifically on the Palm Avenue corridor between Ninth Street and Seacoast Drive should be employed as a measure to enhance public safety. In locations with a high volume of pedestrian traffic, crosswalks should use stamped concrete, brick or similar paving materials as an extra warning to motorists. Said stamped concrete, brick or similar paving materials should not impede or hinder the ability of bicycles to use designated bike lanes.

LAND USE ELEMENT**Policy L-4 Commercial Uses and Areas**

Specific policies for commercial uses and areas are:

a. Attractive and Stimulating Surroundings

Commercial areas should be enjoyable places in which to shop and work. This means providing pedestrian scaled design, bicycle facilities, such as racks or

storage areas, landscaping of building sites and parking lots, street trees, screening unsightly storage and parking areas and banning out-of-scale advertising. All new commercial developments and major expansions of existing commercial uses should be subject to design controls.

RESOLUTION NO. 2009-6727

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IMPERIAL BEACH AMENDING THE CIRCULATION ELEMENT OF THE GENERAL PLAN/LOCAL COASTAL PROGRAM (GPA 080053/LCPA 080053) TO ACCOMMODATE THE ADOPTION OF THE IMPERIAL BEACH BICYCLE TRANSPORTATION PLAN (BTP) AND CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THIS AMENDMENT. MF 934

WHEREAS, on January 21, 2009, March 18, 2009, and on April 1, 2009, the City Council of the City of Imperial Beach held duly advertised public hearings to consider comments on and the certification of the Environmental Impact Report and an amendment to the Circulation Element of the General Plan/Local Coastal Program (GPA 080053/LCPA 080053) to accommodate the adoption of the Imperial Beach Bicycle Transportation Plan (BTP); and

WHEREAS, the City Council of the City of Imperial Beach hereby finds that the proposed General Plan Amendment/Local Coastal Plan Amendment (GPA/LCPA 080053), pursuant to Government Code Section 65300.5, is internally consistent with the other elements and policies of the General Plan; and


WHEREAS, the City Council of the City Of Imperial Beach hereby finds that the proposed Bicycle Transportation Plan (BTP), pursuant to Government Code Section 65860, would be externally consistent with the General Plan/Local Coastal Plan as amended with the adoption and certification of the proposed General Plan Amendment/Local Coastal Plan Amendment (GPA/LCPA 080053); and

WHEREAS, in compliance with Section 15063 of the California Environmental Quality Act (CEQA) Guidelines, an Environmental Impact Report (EIR) has been prepared for this project and routed for public review from December 4, 2008, through February 2, 2009, and submitted to the State Clearinghouse (SCH # 2007101061) in accordance with the requirements of the CEQA for agency review, and

WHEREAS, in compliance with the provisions of AB 32, The California Climate Solutions Act of 2006, the potential impacts of the Eco-Bikeway/Bicycle Transportation Plan (BTP) project were, to the extent that such impacts can be associated with the project, evaluated in the Final Environmental Impact Report (FEIR) for the project (added Section 7.3.13 of said FEIR); and

WHEREAS, the City Council has considered and heard any and all public testimony regarding the potential environmental impacts associated with this project, and hereby determines that:

- 1) the Final Environmental Impact Report (SCH # 2007101061) reflects the decision-making body's independent judgment and analysis;
- 2) the decision-making body has, pursuant to CEQA Guidelines Section 15074(b), considered the information contained in the Draft and Final Environmental Impact Reports (SCH # 2007101061) and the written and verbal comments received during the public review period;

EXHIBIT #2
Resolution of Approval
IMB-MIN-1-09 Eco-Bikeway
 California Coastal Commission

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- 3) revisions in the project plans or proposals made by or agreed to by the project applicant, pursuant to CEQA Guidelines Section 15070(b)(1), would avoid the effects or mitigate the effects to a point where no identified significant effects would occur and no mitigation measures would be required;
- 4) upon review of the EIR, the City Council has determined that the submitted Final Environmental Impact Report, inclusive of the Draft EIR and written comments received during the public review period and any amendments, is hereby certified based on substantial evidence in light of the whole record. This determination is based on the EIR information that the proposed project impacts will not cause a significant effect on the environment as proposed, as conditioned, or as revised; and

WHEREAS, the City Council finds that the purpose of the project is to promote bicycle transportation, a safe, more eco-friendly, alternative mode, and provide traffic calming in a high-density area of the City leading to the beach where improved bicycle and pedestrian safety and increased onstreet parking is desired, and, because the City has determined that reduced traffic speeds are desirable, traffic impacts are considered to be acceptable and less than significant.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Imperial Beach as follows:

SECTION 1: Section 7.3.13 of the Final Environmental Impact Report, is added to read as follows:

"7.3.13 CLIMATE CHANGE

According to CEQA Guidelines §15002(a)(1), one of the basic purposes of CEQA is to "[i]nform governmental decision makers and the public about the potential, significant environmental effects of proposed activities." Although a discussion of global warming impacts is not currently required by the CEQA Statutes or Guidelines, it is the view of the State Legislature (as expressed in its adoption of Assembly Bill (AB) 32, *The California Climate Solutions Act of 2006*), that global warming poses significant adverse effects to the environment of the state of California and the world. In addition, the global scientific community has expressed very high confidence (i.e., at least 90 percent) that global warming is anthropogenic, i.e., caused by humans, and that global warming will lead to adverse climate change effects around the globe (IPCC 2007). Therefore, the potential global warming impacts of the Ecoroute Bikeways/Bicycle Transportation (BTP) project are evaluated below.

Causes of Climate Change

Atmospheric greenhouse gases (GHGs) and clouds within the earth's atmosphere influence the earth's temperature by absorbing most of the infrared radiation rising from the earth's sunwarmed surface that would otherwise escape into space. This process is

commonly known as the Greenhouse Effect. GHGs and clouds, in turn, radiate some heat back to the earth's surface and some out to space. The resulting balance between incoming solar radiation and outgoing radiation from both the earth's surface and atmosphere keeps the planet habitable.

However, anthropogenic (i.e., caused by humans) emissions of GHGs into the atmosphere enhance the Greenhouse Effect by absorbing the radiation from other atmospheric GHGs that would otherwise escape to space, thereby trapping more radiation in the atmosphere and causing temperature to increase. The human-produced GHGs responsible for increasing the Greenhouse Effect and their relative contribution to global warming are carbon dioxide (CO₂) (53 percent); methane (CH₄) (17 percent); near-surface O₃ (13 percent); nitrous oxide (N₂O) (12 percent); and chlorofluorocarbons (CFCs) (5 percent). The most common GHG is CO₂, which constitutes approximately 84 percent of all GHG emissions in California. Worldwide, the state of California ranks as the 12th to 16th largest emitter of CO₂ (the most prevalent GHG) and is responsible for approximately 2 percent of the world's CO₂ emissions (CEC 2006).

The increasing emissions of these GHGs – primarily associated with the burning of fossil fuels (during transport, electricity generation, industry, manufacturing, etc.) and deforestation, as well as agricultural activity and solid waste – have led to a trend of unnatural warming of the earth's temperature, which is causing changes in the earth's climate. This increasing temperature phenomenon is known as global warming and the climatic effect is known as climate change or global climate change.

Assembly Bill 32

The California Legislature has adopted the public policy position that global warming is, "a serious threat to the economic well-being, public health, natural resources, and the environment of California" (Health and Safety Code § 38501). Further, the State Legislature has determined that "the potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious disease, asthma, and other human health-related problems," and that "[g]lobal warming will have detrimental effects on some of California's largest industries, including agriculture, wine, tourism, skiing, recreational and commercial fishing, and forestry ...[and] will also increase the strain on electricity supplies necessary to meet the demand for summer air conditioning in the hottest parts of the State" (Health and Safety Code § 38501). These public policy statements became law with the enactment of AB 32, the "California Climate Solutions Act" of 2006, signed into law in September 2006 by Governor Arnold Schwarzenegger. In general, AB 32 directs the CARB to do the following:

- On or before June 30, 2007, publicly make available a list of discrete early action GHG emission reduction measures that can be implemented prior to the adoption

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of the statewide GHG limit and the measures required to achieve compliance with the statewide limit;

- By January 1, 2008, determine the statewide levels of GHG emissions in 1990, and adopt a statewide GHG emissions limit that is equivalent to the 1990 level (an approximately 25 percent reduction in existing statewide GHG emissions);
- On or before January 1, 2010, adopt regulations to implement the early action GHG emission reduction measures;
- On or before January 1, 2011, adopt quantifiable, verifiable and enforceable emission reduction measures by regulation that will achieve the statewide GHG emissions limit by 2020, to become operative on January 1, 2012 at the latest. The emission reduction measures may include direct measures, alternative compliance mechanisms, and potential monetary and nonmonetary incentives that reduce GHG emissions from any sources or categories of sources that CARB finds necessary to achieve the statewide GHG emissions limit; and
- CARB shall monitor compliance with and enforce any emission reduction measure adopted pursuant to AB 32.

AB 32 takes into account the relative contribution of each source or source category to protect adverse impacts on small businesses and others by requiring CARB to recommend a *de minimis* threshold of GHG emissions below which emissions reduction requirements would not apply. AB 32 also allows the Governor to adjust the deadlines mentioned above for individual regulations or the entire state to the earliest feasible date in the event of extraordinary circumstances, catastrophic events, or threat of significant economic harm.

Executive Order #S-3-05

Executive Order #S-3-05, signed by Governor Arnold Schwarzenegger on June 1, 2005, calls for a reduction in GHG emissions to 1990 levels by 2020 and for an 80 percent reduction in GHG emissions by 2050. Executive Order #S-3-05 also calls for the California Environmental Protection Agency (CalEPA) to prepare biennial science reports on the potential impact of continued global warming on certain sectors of the California economy. The first of these reports, "Climate Action Team Report to Governor Schwarzenegger and the Legislature" (Climate Change report), was published in March 2006 (CalEPA 2006).

The Climate Change report uses a range of emissions scenarios developed by the Intergovernmental Panel on Climate Change (IPCC) to project a series of potential warming ranges (i.e., temperature increases) that may occur in California during the 21st century: lower warming range (3.0-5.5° F); medium warming range (5.5-8.0° F); and higher warming range (8.0- 10.5° F). The Climate Change report then presents a discussion of the effects of future climate change in California for topics such as public health, water resources, agriculture, coastal sea level, forests and landscapes, and electricity. The discussion on coastal sea level follows:

California's coastal observations and global model projections indicate that California's open coast and estuaries will experience increasing sea levels during the next century. These changes could amplify the sea level rise which has historically affected much of the coast of California, including the Southern California coast, the Central California open coast, and the San Francisco Bay and upper estuary. These trends, quantified from a small set of long-duration California tide gages, show rises of about 2 mm/year. They are very similar to trends estimated for global sea level.

In addition to long-term trends, sea levels along the California coast undergo shorter period variability above or below predicted tide levels. Highest sea levels have usually occurred when winter storms and Pacific climate disturbances such as El Niño have coincided with high astronomical tides. So far, there is little evidence that the rate of global sea level rise has accelerated (the rate of rise at California tide gages has actually flattened during the last several years), but climate models suggest strongly that this may change.

Global sea level rise is projected to range from 4 to 33 inches during the 2000 to 2100 period. This compares to a rate of approximately 7.6 inches (19 cm) per century observed at San Francisco and San Diego during the last 100 years. Superimposed on these rising sea levels will be astronomically driven tides, and fluctuations from weather, El Niño and other influences, so that, the occurrence of extreme events will increase as sea level rises.

The frequency that sea level exceeds a stationary threshold, as projected over future decades for locations such as the San Francisco tide gage, increases markedly as the mean sea level increases. Thus, historical coastal structure design criteria may be exceeded, the duration of events will increase, and these events will become increasingly frequent as sea level rise continues. On the open coast, impacts during these events will continue to be exacerbated by high surf from wind, waves, and, in the Sacramento/San Joaquin Delta of the San Francisco Bay estuary, by floods that may further jeopardize levees and other structures.

CARB Early Action Items

At a meeting in Los Angeles on June 21, 2007, CARB approved a list of measures to reduce GHGs as required by AB 32. Three new GHG-only regulations to meet the narrow legal definition of "discrete early action greenhouse gas reduction measures" in Section 38560.5 of the Health and Safety Code were adopted. These three measures consist of (1) the Governor's Low Carbon Fuel Standard, (2) reduction of refrigerant losses from motor vehicle air conditioning maintenance, and (3) increased methane capture from landfills. These actions are estimated to reduce GHG emissions between 13 and 26 million metric tons of CO₂ equivalent annually by 2020 relative to projected levels. CARB is in the process of developing regulatory proposals to implement these

measures, and plans to adopt them by the end of 2008, and be made enforceable January 1, 2010.

CARB is initiating work on another 23 GHG emission reduction measures in the 2007-2009 time period, with rulemaking to occur as soon as possible where applicable. These are stated as broad measures but not as specific strategies. Included are these two measures, under the heading of "Education," that may affect Imperial Beach and the Ecoroute Bikeways/Bicycle Transportation (BTP) project: (1) guidance/protocols for local governments to facilitate GHG emission reductions and (2) guidance/protocols for businesses to facilitate GHG reductions.

Finally, CARB is considering 10 conventional air pollution control measures that are scheduled for rulemaking in 2007-2009. These measures are aimed at criteria and toxic air pollutants, but will have concurrent climate co-benefits through reductions in CO₂ or non-Kyoto pollutants (i.e., diesel particulate matter, other light-absorbing compounds and/or O₃ precursors) that contribute to global warming (CARB 2007b).

Impact Significance Criteria

The proposed project would have a significant adverse effect on air quality, if it would:

- Involve design or operational factors that would emit substantial amounts of GHGs.
- Result in increased exposure to an environmental hazard related to potential climate changes (e.g., coastal sea level rise and related hazards).

Analysis of Project Impacts

Emissions of GHGs

The operation of construction equipment and vehicles would emit GHGs due to combustion of fossil fuels, mainly CO₂, N₂O, and CH₄. The principal GHG that is emitted from construction sources is CO₂; amounts of N₂O and CH₄ emitted from construction operations are much lower. The principal post-construction production of GHGs would include vehicular emissions, electrical production emissions, and natural gas consumption emissions.

Because of uncertainties inherent in climate change scenarios, baseline data for the quantitative assessment of GHG emissions for relatively small-scale projects like the Ecoroute Bikeways/Bicycle Transportation (BTP) project are not available. However, the calculated pollutant emissions in the Air Quality section (Section 4.2) of the EIR give some indication of the relative scale of emissions to be expected. Construction-related emissions are calculated to be equivalent to 2.36 lbs per day of ROG, 13.62 lbs per day of NO_x, and 9.44 lbs per day of CO. Post-construction or operational mobile-source emissions are not anticipated to be significant because the bikeway and road improvements proposed in the BTP would not in themselves generate additional vehicle traffic (Appendix D "Air Quality Technical Report" of the EIR).

In sum, the proposed project would not significantly increase GHG emissions relative to existing conditions which would not be in conflict with the state's goal to reduce emissions under AB 32. The proposed BTP project would encourage bicycling as a safer, eco-friendly, alternative mode of transportation and it includes landscaping (that absorbs carbon dioxide) along the street front that would contribute to a reduction, directly or indirectly, however minimally, in emissions of GHGs.

In considering contributions to climate change and GHG emissions, the proposed BTP project is very minor in scale and size. Predicted climate change attributable to GHG emissions is the result of many decades of production of GHG globally. In that context, the quantities that are attributable to direct and indirect effects of the proposed project would not result in a substantial net increase in GHGs.

Coastal Sea Level Rise

With the City's low-lying location, the BTP project, as would virtually all public and private improvements in the City, would be vulnerable to significant sea level rise. Specific effects are difficult to gauge, however, in view of the high degree of variation involved in sea level rise scenarios. The 2006 Climate Scenarios report, for instance, forecasts a range from 4 to 33 inches between 2000 and 2100. In 2001, an IPCC report forecast a similar range from 9 to 88 centimeters (3.5 inches to 34.6 inches) between 1990 and 2100.

Nonetheless, the uncertainty in sea level rise predictions makes it difficult to predict with any accuracy what increased level of protection, if any, would be needed. Since sea level rise would affect not only the entire length of the coastline, but land and improvements inland, a more comprehensive analysis and program for shore protection to mitigate for the effects of sea level rise would be warranted. However, such an extensive study would be beyond the feasibility and scope of the proposed relatively small scale project.

Because of the uncertainty regarding predicted sea level rise and the lack of an established program for shore protection that would be needed for future conditions, any conclusion about the significance of exposure to an environmental hazard related to potential climate changes (e.g. coastal sea level rise and related hazards) would be speculative. Therefore, in accordance with CEQA Guidelines Section 15145, the discussion is ended with no conclusion as to the significance of the project's impact.

Mitigation Measures

Because of the relatively small scale of the proposed project and the design and operational features incorporated into the project to directly or indirectly reduce GHG emissions, no mitigation for GHG emissions is required.

Because of the uncertainty regarding impacts related to potential climate change such as coastal sea level rise and related hazards, no mitigation for potential sea level rise effects is recommended."

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SECTION 2: That the Circulation Element of the General Plan/Local Coastal Plan is amended as follows:

CIRCULATION ELEMENT:

Policy C-1 Street Classification Plan, Design Standards and Dedication Requirements

Streets shall be classified as shown in Figure C-5. An acceptable Level of Service (LOS) for Palm Avenue west of 7th Street to 3rd Street shall be LOS E and F with prescribed traffic calming measures implemented tied to alternative transportation system development, such as a bicycle transportation plan. Cross sections, the general right-of-way width and configuration for each street and highway shall be as specified by the City. All street and highway designs should further the goal of providing safe and efficient circulation, as well as an aesthetically pleasing urban form. Developers shall dedicate right-of-ways and street improvements in keeping with the street classification system, as may be required by the City.

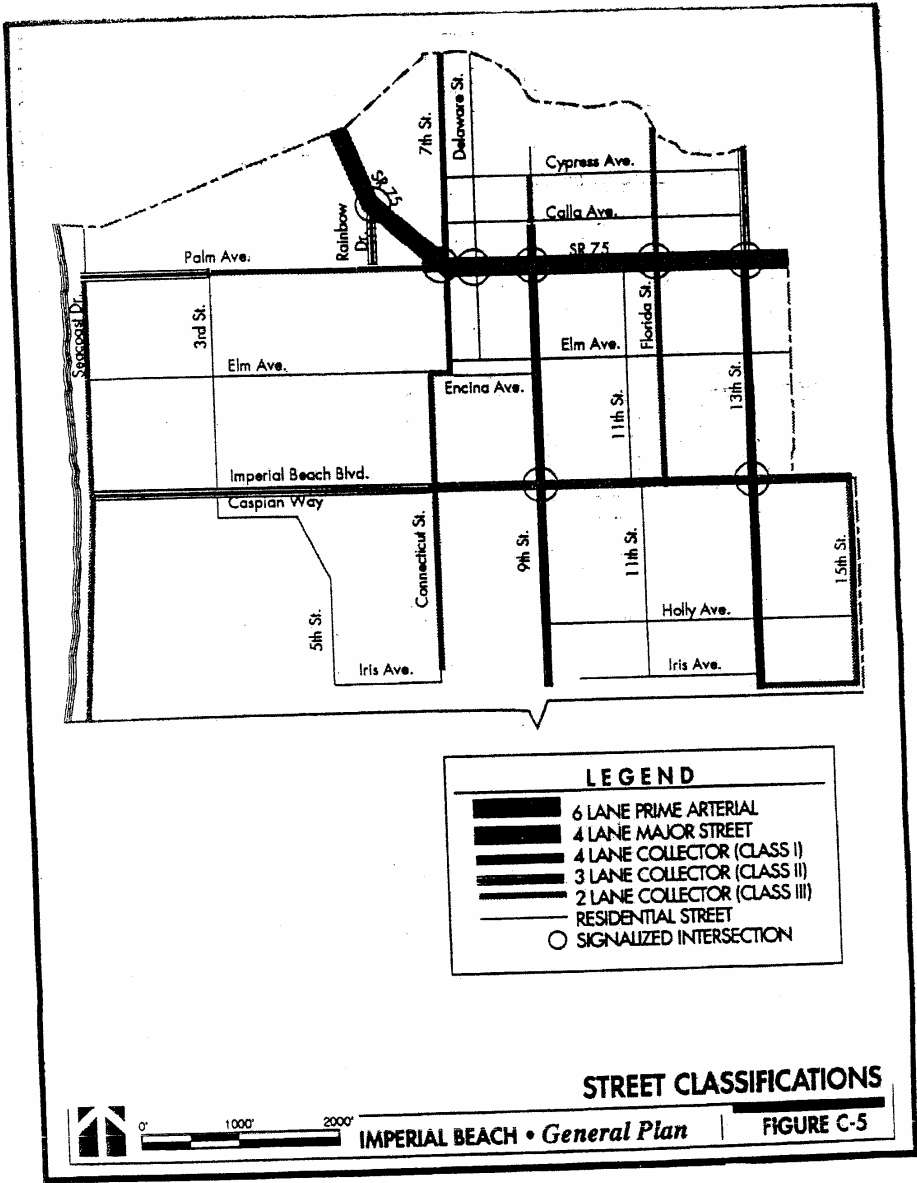
Policy C-7 Truck Routes

a. Truck Routes

Designated truck routes shall be:

- SR-75/Palm Avenue, from the eastern City limit to Seventh Street
- Imperial Beach Blvd., from the eastern City limit to Ninth Street
- Thirteenth Street, from Palm Avenue to southern City limit
- Ninth Street, from SR-75/Palm Avenue to Imperial Beach Blvd.

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Policy C-8 80 Foot Right-of-Ways

The City should reduce the existing 80-foot street rights-of-ways for streets that are not shown as prime, major or collector streets on the Street Classification Plan (Figure 5). Palm Avenue, between Ninth Street and Third Street is classified as a 2-lane collector with traffic calming measures and designated for an alternative transportation network, such as on-street bicycle facilities. Other such reductions should take place on a block-by-block basis when initiated by property owners or the City and where it can be shown, by a comprehensive traffic impact analysis, that will be no public detriment or expense.

Policy C-11 Bus Stops and Bus Transfer Points

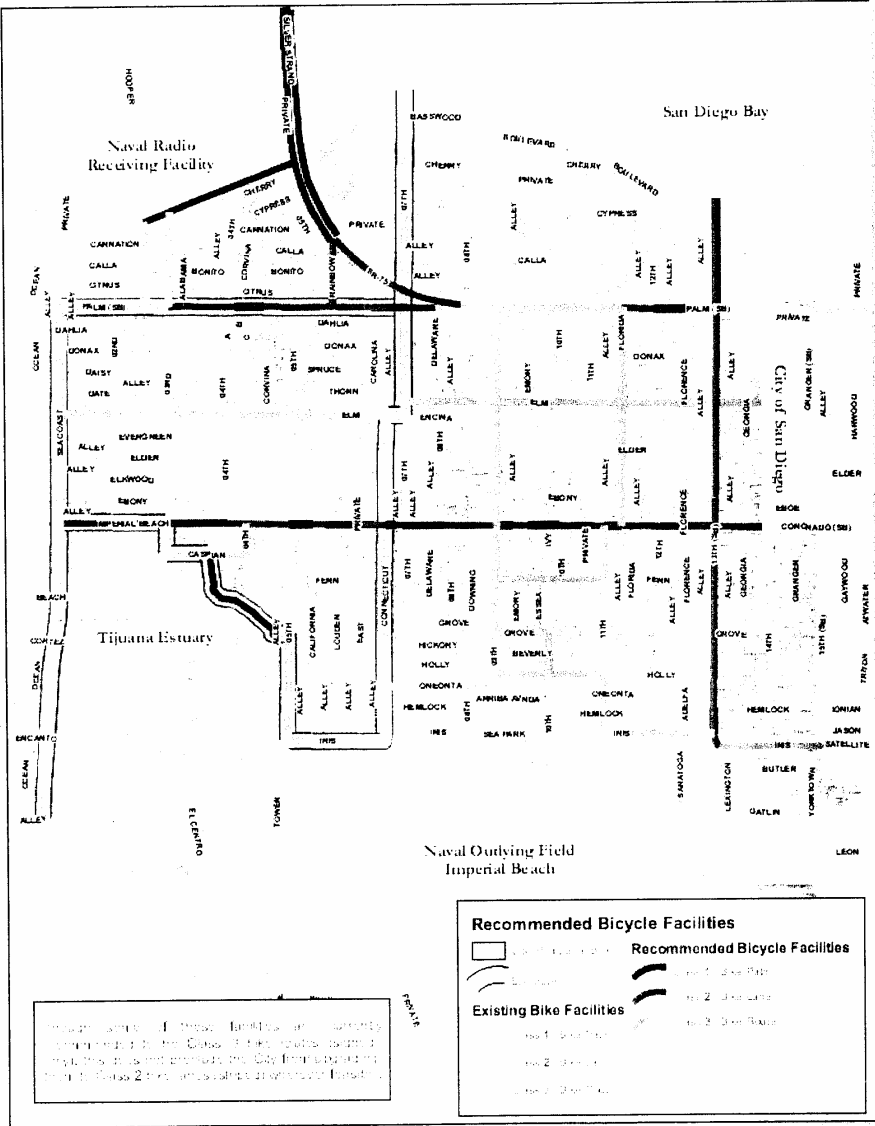
The City should encourage MTDB to enhance Imperial Beach bus loading and unloading stops as well as bus transfer points. The SR-75/Palm Avenue at Ninth Street bus stop should be upgraded to a MTDB Level IV stop to include accessibility to disabled persons, bicycle racks and storage facilities, expanded sidewalk, seating, passenger shelter, route destinations, route map, lighting, time tables for each route, trash receptacles, system map and telephone. The City should encourage MTDB to provide route buses that can accommodate the transportation of bicycles for passengers. The City shall also explore the long term potential for an expanded multi-model transfer station on SR-75/Palm Avenue.

Policy C-15 Bikeways Plan

Bikeways shall be located and classified as shown in Figure C-6. Westbound Palm Avenue between Seventh Street and Rainbow Drive is classified as a Class III Route. Eastbound Palm Avenue is classified as a Class II Bicycle Route from Rainbow Drive to 7th Street. The Bikeway Plan is designed to tie into the City of San Diego's Class II Bike Lane on SR 75, to connect to the Bayshore Bikeway and to connect to a new Ecoroute Bikeway as described in Policy C-16.

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Figure C-6 Bikeways Plan



Policy C-16 Ecoroute Bikeway

A special Ecoroute Bikeway shall be established to encompass Imperial Beach's environmental assets including South San Diego Bay, the Tijuana River Estuary, the dunes on South Seacoast Drive, the beach, the pier and the breakwaters. The eastern portion of the Palm Avenue Ecoroute Bikeway Project should provide a transition between the proposed full-width improvements and the existing 4-lane street road section and improvements, as currently constructed. The general route is illustrated in Figure C-7. Distinctive signage shall be developed to designate the route as well as a painted line on the pavement along the route. Opportunities for interpretive stations should occur along the route, for example:

- Anywhere along the South San Diego Bayfront
- 5th and Iris
- The mouth of the Tijuana River at the end of the path in the Refuge
- PERL research facilities
- The Tijuana Estuary Visitor Center
- 3rd Street and Imperial Beach Boulevard
- Southern end of Seacoast Drive
- Pier Plaza, for the beaches and the environment created by the pier
- Western end of Palm Avenue, near or at the intersection of Third Street and Palm Avenue, for the environments created by the breakwaters.

The information presented at the stations should be presented with the objective of describing "WHAT'S GOING ON." The idea is to explain the different ecosystems, the major roles and players in them and how they are connected together (this includes humans). The information is to be presented on different levels of detail from the superficial for the stop 'n go cyclist to the more sober student of nature who desires to pause, learn and meditate on the "Grand Scheme" all around of which they are a part.

Policy C-18 Bike Route – Palm Avenue Corridor

Palm Avenue between 3rd Street and 9th Street shall be designated as Class II and Class III Bikeway Routes. This segment of Palm Avenue shall be signed to encourage bicyclists and identify the corridor as a part of the City's Eco Bikeway.

Policy C-19 Bicycle Facilities Encouraged

Bikeways shall be encouraged within the City and adjoining jurisdictions as a compliment to Imperial Beach's small town residential character and recreation emphasis, as an effective alternative to automobile travel, to maximize the impact on air quality and energy conservation and for the convenience of residents and visitors.

The City shall install bicycle storage facilities in public areas such as the beach, City Hall and parks and in other public facilities in order to encourage bicycle use. Bicycle storage facilities should be considered as a required condition of approval on new development applications for proposed commercial, hotel or major

residential projects and/or provided at mass transit and bus system facilities or designated transit stops.

Policy C-20 SANDAG Bikeways Plan

The City shall request that the Seacoast Drive to the Mexican Border Bikeway and the Ninth Street Bikeway be removed from SANDAG's Regional Transportation Plan since these facilities are not practical to construct. The City shall request that SANDAG's Regional Transportation Plan be amended to identify the City's Eco-Bikeway Routes and amend the classification for Palm Avenue between Ninth Street and Third Street to be consistent with changes in City's Bicycle Transportation Plan.

Policy C-21 Pedestrian Circulation

Sidewalks shall be required for all new developments. Normally, the sidewalk shall be located so that a landscape strip for trees and vegetation is located between the sidewalk and the vehicle travel way. City should discourage the use of sidewalks for use as a bicycle route or bicycling facility.

Techniques shall be encouraged to create a pleasant walking experience including concern for views, paving materials, landscaping, street furniture and pedestrian scaled lighting. Traffic calming measures, specifically on the Palm Avenue corridor between Ninth Street and Seacoast Drive should be employed as a measure to enhance public safety. In locations with a high volume of pedestrian traffic, crosswalks should use stamped concrete, brick or similar paving materials as an extra warning to motorists. Said stamped concrete, brick or similar paving materials should not impede or hinder the ability of bicycles to use designated bike lanes.

SECTION 3: That the Land Use Element is amended for internal consistency as follows:

LAND USE ELEMENT:

Policy L-4 Commercial Uses and Areas

Specific policies for commercial uses and areas are:

a. Attractive and Stimulating Surroundings

Commercial areas should be enjoyable places in which to shop and work. This means providing pedestrian scaled design, bicycle facilities, such as racks or storage areas, landscaping of building sites and parking lots, street trees, screening unsightly storage and parking areas and banning out-of-scale advertising. All new commercial developments and major expansions of existing commercial uses should be subject to design controls.

SECTION 4: This amendment shall become effective only when certified by the California Coastal Commission.

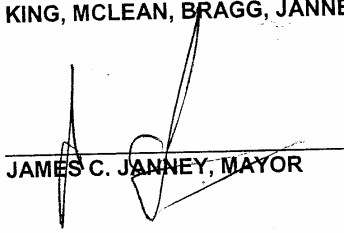
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Appeal Process under the California Code of Civil Procedure (CCP): The time within which judicial review of a City Council decision must be sought is governed by Section 1094.6 of the CCP. A right to appeal a City Council decision is governed by CCP Section 1094.5 and Chapter 1.18 of the Imperial Beach Municipal Code.

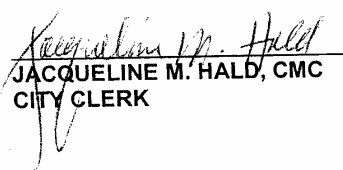
PROTEST PROVISION: The 90-day period in which any party may file a protest, pursuant to Government Code Section 66020, of the fees, dedications or exactions imposed on this development project begins on the date of the final decision.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Imperial Beach at its regular meeting held on the 1st day of April, 2009, by the following roll call vote:

AYES:	COUNCILMEMBERS:	MCCOY, KING, MCLEAN, BRAGG, JANNEY
NOES:	COUNCILMEMBERS:	NONE
ABSENT:	COUNCILMEMBERS:	NONE


JAMES C. JANNEY, MAYOR

ATTEST:


JACQUELINE M. HALD, CMC
CITY CLERK