

CALIFORNIA COASTAL COMMISSION

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February 14, 2019

Th19c**TO: COMMISSIONERS AND INTERESTED PERSONS****FROM: KARL SCHWING, DEPUTY DIRECTOR, SAN DIEGO COAST DISTRICT
DEBORAH LEE, DISTRICT MANAGER, SAN DIEGO COAST DISTRICT
KANANI LESLIE, COASTAL PROGRAM ANALYST III, SD DISTRICT
MELODY LASITER, COASTAL PROGRAM ANALYST, SD DISTRICT****SUBJECT: STAFF RECOMMENDATION ON CITY OF SAN DIEGO LCP AMENDMENT
NO. LCP-6-CCP-18-0094-4 (Midway–Pacific Highway Community Plan Update)
for Commission Meeting of March 6-8, 2019**

SYNOPSIS

The subject Local Coastal Program (LCP) land use plan (LUP) and implementation plan (IP) amendment was submitted and filed as complete on December 19, 2018. Pursuant to Section 30512 of the Coastal Act and Section 13522 of Commission regulations, the Commission must act on amendments that combine changes to the certified LUP and IP within 90 days of complete submittal or filing.¹ The date by which the Commission must take action, absent an extension of the time limits by the Commission, is March 19, 2019. In addition to this amendment, there are three other pending LCP items from the City of San Diego: LCP-6-SAN-18-0064-2 (Placemaking), which received a one-year time extension at the October 2018 hearing; LCP-6-SAN-18-0049-1 (Vernal Pool Habitat Conservation Plan), which received a one-year time extension at the August 2018 hearing; and LCP-6-SAN-18-0091-3 (Live/Work Quarters), which was also received on December 19, 2018 and received a one-year time extension at the February 2019 hearing.

SUMMARY OF AMENDMENT REQUEST

The City of San Diego is requesting an amendment to the certified Midway–Pacific Highway Community Plan, which serves as the City’s LUP component for the Midway–Pacific Highway community planning area, and an amendment to the Land Development Code, which serves as the City’s IP for the entire City of San Diego. The modification to the LUP would be a complete update and replacement of the existing Midway–Pacific Highway Community Plan to address the existing automobile-oriented land use and circulation system by placing emphasis on mixed-use village and districts connected by transit and bicycle and pedestrian linkages. The IP would be amended to add two new commercial classifications to the existing Commercial Neighborhood and Commercial

¹ As of 2019, Section 30512 has been amended to require action on an LUP amendment within 90 working days.

Office zones and then apply them to certain properties, as well as applying the residential tandem overlay zone to the entire planning district.

SUMMARY OF STAFF RECOMMENDATION

Staff is recommending approval of the LCP amendment request as submitted by the City. The proposed LUP amendment would replace the existing Midway–Pacific Highway Community Plan in its entirety ([Exhibit 2](#)). It should be noted that the effect of the proposed amendment in the Coastal Zone will be limited and mostly indirect, as the majority of the land in the Midway–Pacific Highway community planning area within the Coastal Zone is not under the coastal permit authority of the City of San Diego ([Exhibit 1](#)). However, for the small portions of the planning area that are within both the City’s permit authority and the Coastal Zone, many visitors travel through the community to access San Diego Bay, Mission Bay, the Point Loma Peninsula, and the airport; so amendments to the Midway–Pacific Highway Community Plan may impact the public’s ability to access the coast.

To reduce regional traffic, the proposed LUP amendment includes a series of new and modified roadways and intersections, improved pedestrian and bicycle access, and additional public transit opportunities between districts and villages. The plan designates Rosecrans Street, Pacific Highway, Midway Drive, Barnett Avenue/Lytton Street, and Sports Arena Boulevard as multimodal corridors, providing connections between the San Diego River, Mission Bay, San Diego Bay, and the Peninsula, Uptown, and Downtown communities. Multi-use urban paths are also proposed along these major streets. As development occurs on the superblocks, new roadway connections and improvements will increase north and south connectivity for all modes and will increase circulation capacity. These new streets and street extensions will be designed as “complete streets” to enable safe, attractive, and comfortable access and travel for motorists, pedestrians, bicyclists, and transit riders. A system of parks and recreational facilities will be developed and connected to regional recreational, open space, and cultural destinations through the utilization of linear gateways and green streets, promoting public access to the coast and recreational opportunities for visitors and residents alike. Finally, the amendment contains policy language that would encourage coordination with the San Diego Metropolitan Transit System and the San Diego Association of Governments to enhance transit stations and facility amenities, and increase the efficiency of the transit system by providing additional rapid bus lines. As such, the proposed community plan will improve mobility for pedestrians, bicyclists and motorists and improve connections to transit by identifying mobility infrastructure improvements for implementation, resulting in a more equitable transportation system for the Midway–Pacific Highway community.

The IP would be amended to include two new sub-classifications to the Commercial Neighborhood and Commercial Office Zones, implement those as rezones on certain properties within the community plan boundaries and apply the Residential Tandem Parking Overlay Zone to the entire community ([Exhibit 3](#)). However, the proposed IP amendment would not directly affect any of the parcels located within the Coastal Zone.

As such, the Commission finds the IP amendment is consistent with and adequate to carry out the LUP as proposed to be amended.

The appropriate resolutions and motions begin on Page 5.

BACKGROUND

The Midway–Pacific Highway community is one of the City of San Diego’s twelve LCP segments. The majority of the land in the Midway–Pacific Highway community planning area within the Coastal Zone is not under the coastal permit authority of the City of San Diego. The Marine Corps Recruitment Depot, approximately 388 acres, is within the Federal Government’s jurisdiction and the San Diego Unified Port District (Port) owns properties within a portion of the Coastal Zone area along Pacific Highway, which are within the Port’s jurisdiction. Therefore, the only areas within the City’s permit jurisdiction covered by the subject LCP Amendment are a section of land north of Interstate 8 adjacent to the southern side of the San Diego River, and an approximately one-mile portion of the Pacific Highway corridor between Washington and Laurel Streets ([Exhibit 1](#)).

The first Midway Community Plan was adopted by the City in 1970. The plan was updated and certified by the Commission in 1991. In 1999, to attract new development, the Community Plan was amended to incorporate a canal, linking San Diego Bay to Mission Bay via the San Diego River, with residential, retail, and employment uses and recreational amenities along the proposed canal; however, later studies determined that the canal concept was infeasible. As such, the subject amendment was undertaken to remove the previous Bay-to-Bay canal planning concept from the community plan, incorporate an alternative strategy for open space and recreation, as well as architectural and landscaping guidelines, and identify areas where mixed-use, urban, transit-oriented development should be encouraged.

ADDITIONAL INFORMATION

Further information on the City of San Diego LCP Amendment No. LCP-6-CCP-18-0094-4 may be obtained from Melody Lasiter, Coastal Planner, at (619) 767-2370.

EXHIBITS

[Exhibit 1 – Vicinity and Jurisdictional Boundary](#)

[Exhibit 2 – Adopted Midway-Pacific Highway Community Plan](#)

[Exhibit 3 – City of San Diego Ordinance No. 20991](#)

SUBSTANTIVE FILE DOCUMENTS

Final Supplemental Environmental Impact Report SCG #2015111013
City of San Diego Ordinance No. 20991

PART I. OVERVIEW

A. LCP HISTORY

The City of San Diego has a long history of involvement with the community planning process; as a result, in 1977, the City requested that the Coastal Commission permit segmentation of its Land Use Plan (LUP) into twelve parts in order to have the LCP process conform, to the maximum extent feasible, with the City's various community plan boundaries. In the intervening years, the City has intermittently submitted all of its LUP segments, which are all presently certified, in whole or in part.

When the Commission approved segmentation of the LUP, it found that the implementation phase of the City's LCP would represent a single unifying element. This was achieved in January 1988, and the City of San Diego assumed permit authority on October 17, 1988 for the majority of its coastal zone. Several isolated areas of deferred certification remained at that time; some of these have been certified since through the LCP amendment process. Other areas of deferred certification remain today and are completing planning at a local level; they will be acted on by the Coastal Commission in the future.

B. STANDARD OF REVIEW

The standard of review for land use plans and their amendments is found in Section 30512 of the Coastal Act. This section requires the Commission to certify an LUP or LUP amendment if it finds that it meets the requirements of Chapter 3 of the Coastal Act. Specifically, it states:

Section 30512

(c) The Commission shall certify a land use plan, or any amendments thereto, if it finds that a land use plan meets the requirements of, and is in conformity with, the policies of Chapter 3 (commencing with Section 30200). Except as provided in paragraph (1) of subdivision (a) [significant issue determination], a decision to certify shall require a majority vote of the appointed membership of the Commission.

Pursuant to Section 30513 of the Coastal Act, the Commission may only reject zoning ordinances or other implementing actions, as well as their amendments, on the grounds that they do not conform with, or are inadequate to carry out, the provisions of the certified land use plan. The Commission shall take action by a majority vote of the Commissioners present.

In those cases when a local government approves implementing ordinances in association with a land use plan amendment and both are submitted to the Commission for certification as part of one LCP amendment, pursuant to Section 13542(c) of the Commission's regulations, the standard of review of the implementing actions shall be the land use plan most recently certified by the Commission. Thus, if the land use plan is

conditionally certified subject to local government acceptance of the suggested modifications, the standard of review shall be the conditionally certified land use plan.

C. PUBLIC PARTICIPATION

Section 30503 of the Coastal Act requires local governments to provide the public with maximum opportunities to participate in the development of the LCP amendment prior to its submittal to the Commission for review. The City held a Planning Commission hearing on April 26, 2018, a Smart Growth and Land Use Committee Hearing on May 21, 2018, and City Council hearings on September 17, 2018 and October 9, 2018 with regard to the subject amendment request. All of those local hearings and meetings were duly noticed to the public. Notice of the subject amendment has been distributed to all known interested parties.

PART II. LOCAL COASTAL PROGRAM SUBMITTAL - RESOLUTIONS

Following a public hearing, staff recommends the Commission adopt the following resolutions and findings. The appropriate motion to introduce the resolution and a staff recommendation are provided just prior to each resolution.

- I. **MOTION:** *I move that the Commission certify the City of San Diego Land Use Plan Amendment No. LCP-6-CCP-18-0094-4 as submitted.*

STAFF RECOMMENDATION TO CERTIFY:

Staff recommends a **YES** vote. Passage of this motion will result in certification of the land use plan amendment as submitted and adoption of the following resolution and findings. The motion to certify as submitted passes only upon an affirmative vote of a majority of the appointed Commissioners.

RESOLUTION TO CERTIFY LAND USE PLAN AMENDMENT AS SUBMITTED:

The Commission hereby certifies the Land Use Plan Amendment for the City of San Diego as submitted and adopts the findings set forth below on grounds that the land use plan will meet the requirements of and be in conformity with the policies of Chapter 3 of the Coastal Act. Certification of the Land Use Plan Amendment complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the plan on the environment, or 2) there are no further feasible alternatives and mitigation measures that would substantially lessen any significant adverse impacts on the environment that will result from certification of the Land Use Plan Amendment.

- II. MOTION:** *I move that the Commission reject the City of San Diego Implementation Program Amendment No. LCP-6-CCP-18-0094-4 as submitted.*

STAFF RECOMMENDATION OF CERTIFICATION AS SUBMITTED:

Staff recommends a **NO** vote. Failure of this motion will result in certification of the Implementation Program Amendment as submitted and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

RESOLUTION TO CERTIFY IMPLEMENTATION PROGRAM AMENDMENT AS SUBMITTED:

The Commission hereby certifies the Implementation Program Amendment for the City of San Diego as submitted and adopts the findings set forth below on grounds that the Implementation Program Amendment will meet the requirements of and be in conformity with the policies of Chapter 3 of the Coastal Act, and certification of the Implementation Program will meet the requirements of the California Environmental Quality Act, because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the Implementation Program Amendment on the environment, or 2) there are no further feasible alternatives or mitigation measures that would substantially lessen any significant adverse impacts on the environment that will result from certification of the Implementation Program Amendment.

PART III. FINDINGS FOR APPROVAL OF THE CITY OF SAN DIEGO LAND USE PLAN AMENDMENT, AS SUBMITTED

A. AMENDMENT DESCRIPTION

The proposed amendment consists of a comprehensive update to the certified Land Use Plan (LUP) for the Midway–Pacific Highway community which would replace the existing Midway–Pacific Highway Corridor Community Plan in its entirety.

The Midway–Pacific Highway community is located east of the Point Loma Peninsula, south of the San Diego River, west of Interstate 5, and north of the San Diego International Airport and San Diego Bay ([Exhibit 1](#)). Only a small area of community planning area is within the Coastal Zone and under the coastal permit authority of the City of San Diego, including a section of land north of Interstate 8 and adjacent to the southern side of the San Diego River, and an approximately one-mile portion of the Pacific Highway corridor between Washington and Laurel Streets. The remaining properties in the Coastal Zone include the 388-acre Marine Corps Recruitment Depot within the Federal Government’s jurisdiction, and 10.5 acres of properties owned by the San Diego Unified Port District (Port) that are within the Port’s jurisdiction.

The first Midway-Pacific Highway Community Plan was adopted by the City in 1970. The plan was updated and certified by the Commission in 1991. In 1999, to attract new development, the Community Plan was amended to incorporate a canal, linking San Diego Bay to Mission Bay via the San Diego River, with residential, retail, and employment uses and recreational amenities along the proposed canal; however, later studies determined that the canal concept was infeasible.

The community is comprised of two general areas: the central Midway area and the narrow, linear shaped Pacific Highway Corridor. Central Midway has an urbanized commercial core containing numerous shopping centers and institutional facilities that cater to the commercial needs of nearby residential and visitor populations. However, few buildings have compatibility or any functional relationship to each other and the surrounding neighborhood and much of the commercial development does not have adequate parking, landscaping, and other commercial development amenities. "Superblocks," containing larger auto-oriented commercial uses, and the San Diego Sports Arena impede pedestrian and vehicle travel in the Midway area. The Pacific Highway Corridor, between Interstate 5 and the San Diego International Airport, contains some of the City's oldest industrial areas. The corridor is defined by large-scale buildings and unscreened commercial parking lots in the southern portion, and a group of smaller scale, low lying industrial buildings in the northern portion. There are a few multifamily residential complexes located in the western portion of the community, adjacent to the Point Loma area.

As such, the subject amendment was undertaken to remove the Bay-to-Bay canal planning concept from the community plan and incorporate an alternative strategy for open space and recreation, incorporate architectural and landscaping guidelines, and identify areas where mixed-use, urban, transit-oriented development should be encouraged. Specifically, the plan calls for mixed-use villages and districts, each with a distinct character and access to transit, and connected by linear gateway streets that will also provide connections to Mission Bay, the San Diego River, and San Diego Bay. New streets within the existing superblocks and main streets within villages and superblocks will create a walkable grid pattern and provide improved connections for pedestrians, bicyclists, and motorists. Finally, new pedestrian and bicycle pathways, as well as parks and recreation facilities will be located along linear gateway streets and internal streets to further improve connectivity and facilitate bicycling, walking, and transit use.

The proposed plan is organized into nine Community Plan Elements including Land Use, Villages and Districts; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services and Safety; Recreation; Conservation; Noise; and Historic Preservation. Each chapter begins with an overview of how the element applies to the Midway-Pacific Highway community, and has a list of overarching goals for the community. The element is then discussed in more specific sections and subsections, with specific policies at the end of each section. The goals and policies included in this plan constitute the governing LUP policies to be utilized in the review of future coastal development permits, while the discussion sections provide necessary information to support the goals and policies.

Finally, the City has included goals and policies to carry out the requirements of Chapter 3 of the Coastal Act, including provisions for visual access, requirements for the use of best available scientific information in sea level rise planning, and language to support the implementation of an Intermodal Transit Center near the airport and other transportation related improvements that would relieve airport automobile congestion to and along Harbor Drive, a major coastal access way.

The City of San Diego City Council held a public hearing for the Midway–Pacific Highway Community Plan on October 10, 2018 and certified a Final Supplemental Environmental Impact Report for the project. The City Council voted to replace the existing plan with the 2018 Midway–Pacific Highway Community Plan and submit the plan to the Coastal Commission for the subject LUP amendment through Resolution No. 20991 at the same October 10, 2018 hearing. The amendment request was filed as complete for Commission consideration on December 19, 2018.

B. CONFORMANCE WITH SECTION 30001.5 OF THE COASTAL ACT

The Commission finds, pursuant to Section 30512.2(b) of the Coastal Act, that the Land Use Plan amendment as proposed, is in conformance with the policies and requirements of Chapter 3 of the Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act, which states:

The legislature further finds and declares that the basic goals of the state for the Coastal Zone are to:

- a) Protect, maintain and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and manmade resources.
- b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.
- c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners.
- (d) Assure priority for coastal-dependent and coastal-related development over other development on the coast.
- (e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

The Commission therefore finds, for the specific reasons detailed below, that the land use plan amendment conforms with Chapter 3 of the Coastal Act and the goals of the state for the coastal zone with regards to public access and recreation, views, and energy consumption.

C. CONFORMITY OF THE CITY OF SAN DIEGO LAND USE PLAN WITH CHAPTER 3

1. Public Access/Recreational Facilities

Section 30210 states:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30212.5 states:

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

Section 30213 states:

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.[...]

Section 30252 states:

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, [...] (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, [...] (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

The proposed amendment maintains consistency with the City of Villages Strategy laid out in the City's General Plan, which calls for "villages" as the mixed-use heart of a community where residential, commercial, employment, and civic uses are all present. Villages are defined as pedestrian-friendly and characterized by inviting, accessible and attractive streets and public spaces, and provide connections to other villages by an expanded regional transit system. As such, implementation of the plan will result in improved pedestrian, bicycle, and transit user facilities, resulting in a more equitable transportation system than the historical auto-dependent practice in the community. It should be noted that the effect of the proposed amendment in the Coastal Zone will be

limited and mostly indirect, as the majority of the land in the Midway–Pacific Highway community planning area within the Coastal Zone is not under the coastal permit authority of the City of San Diego. However, small portions of the planning area are within the Coastal Zone and the City’s permitting jurisdiction, and many visitors travel through the community to access San Diego Bay, Mission Bay, the Point Loma Peninsula, and the airport, so amendments to the Midway–Pacific Highway Community Plan could impact the public’s ability to access the coast.

A significant amount of regional traffic traverses the local roadway system within the Midway–Pacific Highway community since there are limited regional access points, missing freeway-to-freeway connectors between Interstate 8 and Interstate 5, and major employment centers and trip generators within and adjacent to the community. In addition, superblocks within the community limit north and south connectivity and cause a majority of north and south vehicular traffic to use the Rosecrans Street and Camino Del Rio West corridors. While retail and institutional uses are major pedestrian attractions within the community, in many places sidewalks do not exist or are narrow with no parkways or on-street parking to buffer pedestrians from vehicular traffic, which creates an unfriendly pedestrian environment and further encourages automobile use. The result is highly concentrated traffic volumes along the community roadways that provide freeway access, namely Rosecrans Street, which is also used by motorists to access numerous coastal destinations including Cabrillo National Monument, Shelter Island, and Harbor Drive.

To reduce regional traffic, the proposed amendment includes a series of new and modified roadways and intersections, improved pedestrian and bicycle access, and additional public transit opportunities between districts and villages. Rosecrans Street, Pacific Highway, Midway Drive, Barnett Avenue/Lytton Street, and Sports Arena Boulevard will serve as multimodal corridors, providing connections between the San Diego River, Mission Bay, San Diego Bay, and the Peninsula, Uptown, and Downtown communities. Multi-use urban paths are proposed along these major streets, which will also serve as linkages between San Diego Bay, Mission Bay, and other community and regional destinations.

As development occurs on the superblocks, new roadway connections and improvements will increase north and south connectivity for all modes and will increase network capacity. These new streets and street extensions will be designed as “complete streets” to enable safe, attractive, and comfortable access and travel for motorists, pedestrians, bicyclists, and transit riders. Improvements will include wider sidewalks with continental (“zebra stripe”) crosswalks, bicycle facilities, vehicular and pedestrian scale lighting, street trees, landscaped center medians, and reductions in curb cuts.

In addition, a bicycle network is proposed that will link to the regional bicycle network and provide new and enhanced connections between employment and residential areas and the San Diego Bay, San Diego River, Mission Bay, and other destinations. A system of parks and recreational facilities will be developed and connected to regional recreational, open space, and cultural destinations through the utilization of the linear

gateways and complete streets, promoting public access to the coast and recreational opportunities for visitors and residents alike.

Finally, the amendment contains policy language that will encourage coordination with Metropolitan Transit System (MTS) and San Diego Association of Governments (SANDAG) to enhance transit stations and facility amenities, and increase the efficiency of the transit system by providing additional rapid bus lines. As such, the proposed amendment will provide recreational opportunities consistent with Coastal Act Section 30210, provide lower cost visitor and recreational facilities consistent with Section 30213, and facilitate the provision or extension of transit service, provide non-automobile circulation within the community, and assure the recreational needs of new residents will not overload nearby coastal recreation areas by developing additional parks and green space as mandated by Section 30252.

Improving access to the freeway system and reducing the amount of congestion on local streets, including Rosecrans Street, Camino Del Rio West, Sports Arena Boulevard, and Pacific Highway, are also key objectives for the community. Accordingly, the plan contains policy language that would encourage coordination with SANDAG, Caltrans, and the Coastal Commission to support future ramp connections between Interstate 5 and Interstate 8, specifically I-8 East to I-5 North and I-5 South to I-8 West ramps. This proposal should enhance both regional and recreational access opportunities but it will also impact significant coastal zone resources within the San Diego River and adjacent habitat areas. At this time, there is insufficient information upon which to establish clear policy direction; so, this road improvement will need additional policy development and public review through future LUP amendment. To further reduce traffic from airport users, the community plan contains policy language to support the implementation of the Intermodal Transit Center, which could connect those traveling by bus, trolley, train, and the future high-speed rail to the airport.

Overall, non-automobile transportation facilities will see significant improvements with implementation of the Midway–Pacific Community Plan, while regional traffic is reduced. The proposed amendment considers all street users. As such, the Commission finds that the Midway–Pacific Highway Community Plan’s focus on a multi-modal transportation system with improvements to cycling, pedestrian, transit, and motorized vehicle facilities is consistent with the public access and recreation policies of the Coastal Act.

2. Energy Consumption

Section 30253 states:

New development shall do all of the following: [...]

(d) Minimize energy consumption and vehicle miles traveled. [...]

Section 30253 of the Coastal Act requires that projects minimize energy consumption and vehicle miles travelled. Implementation of the Midway–Pacific Highway Community

Plan will increase safety and comfort for pedestrians, bicyclists, and transit users and provide for a more efficient targeted network for vehicle transit and parking. The results will include increasing overall user levels for active and transit users and decreasing the need for vehicle circulation within the community. Thus, the proposed amendment is consistent with Section 30253 of the Coastal Act.

PART IV. FINDINGS FOR APPROVAL OF THE CITY OF SAN DIEGO IMPLEMENTATION PLAN AMENDMENT, AS SUBMITTED

A. AMENDMENT DESCRIPTION

The subject amendment request consists of minor revisions to the Land Development Code (LDC), which is the certified implementation plan (IP) for the City of San Diego, to create two additional sub-classifications under the Commercial Neighborhood and Commercial Office Zones with corresponding parking requirements, and the City's action will implement them as rezones to certain properties, as well as apply the Residential Tandem Parking Overlay Zone to the entire community ([Exhibit 3](#)). It should be noted, however, that these new zones and overlay would not apply to any parcels within the Coastal Zone.

Specifically, the Commercial Neighborhood Zone would be modified to include an additional sub-category, Zone CN-1-6, which would allow for development with a pedestrian orientation and permit a maximum density of one dwelling unit for each 800 square feet of lot area. This zone designation would not apply to any parcels within the Coastal Zone in the Midway–Pacific Highway community planning area.

The Commercial Office Zone would also be modified to add an additional sub-category, Zone CO-3-1, to accommodate a mix of office uses with residential uses and limited, complementary retail uses and permits a maximum density of one dwelling unit for each 1,000 square feet of lot area. The remaining Commercial Office zones would be renumbered to CO-3-2 and CO-3-1. This zone designation is not proposed to apply to any parcels within the Coastal Zone in the Midway–Pacific Highway community planning area; as such, the proposed changes would only apply to land outside of the Coastal Zone.

The Residential Tandem Parking Overlay Zone would also be modified to apply to the community as a whole. However, there are no residential land use designated areas proposed within the Coastal Zone; as such, the proposed change would not apply within the Coastal Zone.

B. FINDINGS FOR APPROVAL

The standard of review for LCP implementation submittals or amendments is their consistency with and ability to carry out the provisions of the certified LUP. In this case, the proposed IP amendment is consistent with and adequate to carry out the Midway–Pacific Highway Community Plan Update (LUP) as proposed to be amended. The proposed IP amendment would not directly affect any of the parcels located within the

Coastal Zone; however, implementing the LUP promotes public access as discussed in the LUP findings. As such, the Commission finds the IP amendment can be approved as submitted.

PART V. CONSISTENCY WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Section 21080.9 of the California Environmental Quality Act (CEQA) exempts local government from the requirement of preparing an environmental impact report (EIR) in connection with its local coastal program. The Commission's LCP review and approval program has been found by the Resources Agency to be functionally equivalent to the EIR process. Thus, under CEQA Section 21080.5, the Commission is relieved of the responsibility to prepare an EIR for each LCP submission.

Nevertheless, the Commission is required in an LCP submittal or, as in this case, an LCP amendment submittal, to find that the LCP, or LCP, as amended, does conform with CEQA provisions. The Revised Final Program Environmental Impact Report (PEIR) (SCH No. 2015111013) for the Midway–Pacific Highway Community Plan identified that the project would result in unavoidable adverse impacts to transportation and circulation (because of impacts to Caltrans facilities), noise, historical resources, and paleontological resources. On October 9, 2018, the City Council certified the Final PEIR and adopted Revised Findings, a Statement of Overriding Conditions, and a Mitigation, Monitoring and Reporting Program.

Specifically, the City found that the unavoidable adverse impacts were outweighed by numerous benefits. The Community Plan Update provides a comprehensive guide for growth and is consistent with the General Plan, the City of Villages Strategy, and San Diego Forward: The Regional Plan through the implementation of additional housing options, increased density, and mixed uses near transit and job/employment centers, and continued employment and economic growth opportunities within the Midway–Pacific Highway community. The Plan also supports employment and economic growth opportunities; promotes neighborhood and community character and addresses the relationship of the community to Mission Bay and San Diego Bay; promotes a Complete Streets strategy by providing a balanced street environment that addresses the needs of public transit users, pedestrians, bicyclists, and motorists; identifies recreation opportunities and new public open spaces; contains strategies to protect historical resources; and implements strategies in the Climate Action Plan.

Thus, the Commission finds that approval of the LCP amendment, as submitted, would not result in significant environmental impacts under the meaning of the CEQA. Therefore there are no feasible alternatives and mitigation measures that would substantially lessen any significant adverse impacts on the environment that will result from certification of the LCP amendment.