

CALIFORNIA COASTAL COMMISSION

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W17a

ADDENDUM

May 9, 2023

To: Commissioners and Interested Persons

From: California Coastal Commission
San Diego Staff

Subject: Addendum to **Item 17a**, Coastal Commission Permit Application **#6-22-0748 (National City, Bayshore Bikeway Segment 5)**, for the Commission Meeting of May 10, 2023

This addendum is designed to achieve the following objectives. First, in Section I, Commission staff updates the record by supplementing it with correspondence that was received after the staff report was issued. Second, Section II provides responses to some of the issues raised in the recent correspondence, which Commission staff proposes the Commission incorporate into its findings. Finally, Section III provides revisions to the staff report.

I. CORRESPONDENCE RECEIVED

After publication of the staff report, the Commission received an email from Mr. Ted Godshalk on May 5, 2023, requesting modifications to the project design and a letter of support from Commissioner Sandy Naranjo on May 8, 2023. Both are included within the Correspondence for this item.

II. RESPONSES TO COMMENTS

In order to avoid adverse impacts to Paradise Marsh, the commenter requests that the existing shared pathway along Marina Way be modified to include the proposed bikeway instead of constructing a new bikeway east of the Marina Way retaining wall and within the 100 ft. wetland buffer. Additionally, the commenter contends that routing the bikeway on Cleveland Avenue would better serve the community due to parking needs on McKinley Avenue, the need for two-way traffic flow, difficult traffic maneuvers required by trucks, and unsafe transitions at the Harbor Drive and Bay Marina Drive intersections which bikers may avoid. Additionally, the commenter requests inclusion of two parks and two viewpoints to ensure consistency with the certified Harbor District Specific Area Plan. Finally, the commenter requests a redesign of truck routing between the Port and Interstate-5. Commission staff responds to comments received

as indicated below and recommends that the Commission incorporate these responses into its findings in the April 21, 2023 staff report. Therefore, the following is added as a “Responses to Comments” section to the aforementioned staff report as Section H on page 26, thus renumbering the CEQA section as Section I.

1) In response to the concern that the bikeway should be sited on the west side of the Marina Way retaining wall to avoid adverse impacts to Paradise Marsh, the City has identified that the Marina Way roadway west of the retaining wall is not wide enough to accommodate both the existing pedestrian sidewalk and the proposed bikeway without moving the existing Marina Way retaining wall eastward, which would impact Paradise Marsh. In response to Commission staff communication during the non-filing process, the City provided the following comments regarding routing along Marina Way: “The city did consider placing the bikeway further to the west on Marina Way. However, it is the city’s desire (for safety purposes) to keep pedestrians and bicycles separated. Pedestrians would use the existing walkway adjacent to the street and bicycles would use the proposed bikeway adjacent to the marsh. The proposed bikeway is a Class I facility (i.e. a shared-use path), so pedestrians will be able to utilize it as well. However, City Council also wants to maintain a separate pedestrian only pathway along Marina Way to allow for a safe pedestrian connection between the hotel and Pier 32. The goal is to provide an option for people walking who may not feel as comfortable using a shared-use path (i.e. seniors, people with disabilities, parents with strollers).”

2) In response to the concern recommending relocation of the alignment on Cleveland, analysis of a Cleveland route was requested by Commission staff during the non-filing process. The City responded via email as follows, “The SANDAG 2006 Bayshore Bikeway Plan studied siting the National City segment of the Bayshore Bikeway along Cleveland Avenue and dismissed that location because of heavy traffic and extensive conflict points associated with adjacent businesses. Therefore, further exploration of siting the National City segment of the Bayshore Bikeway along Cleveland Avenue was not further analyzed. The alignment along McKinley Avenue has only two locations where there will be vehicle/bike conflict points (18th Street and 19th Street) and 19th Street is being closed to vehicular traffic as part of another fully funded city project. The alignment along McKinley has no crossings of driveways.”

3) The commenter requests inclusion of two public parks and two viewpoints to ensure consistency with Figure 2.1 of the Harbor District Specific Area Plan, which is attached to this addendum as Exhibit 8: Public Access Element. Only one of the parks is within the project limits in parcel B-1; National City has transferred ownership of parcel B-1 to the Port of San Diego as part of the National City Balanced Plan and the Port is proposing to amend the Port Master Plan (PMP) to incorporate this parcel, construct an RV park there, and expand nearby Pepper Park in lieu of constructing the parks shown in the Public Access Element. That PMP amendment (PMP-6-PSD-23-0001-1) for the Balanced Plan is currently non-filed; however, staff notes that the proposed project would not conflict with the ultimate location of new park space, which will be considered in a future action on the Balanced Plan PMP amendment.

Regarding the two viewpoints indicated on Exhibit 8, only one is located within the project limits and the City has agreed to incorporate it into the project. Section III of this addendum revises the staff report to require the submittal of Revised Final Plans that

include a viewpoint of Paradise Marsh along the proposed alignment, to be designed in coordination with California Department of Fish and Wildlife (CDFW) and sited to avoid impacts to coastal resources.

4) The commenter requests a redesign of truck routing between the Port and Interstate-5. In response, the City has indicated the following via email, "The City has a separate planned project to close 19th Street to vehicular traffic to create a safe, comfortable connection across Interstate 5 for people walking and riding bikes who want to access the Bayshore Bikeway."

III. REVISIONS TO STAFF REPORT

Staff recommends the following revisions be made to the above-referenced staff report. Deletions shall be marked by ~~striketrough~~ and additions shall be underlined:

- a) On page 4 of the staff report, after Exhibit 7, add a new exhibit, which is also attached to this addendum:

Exhibit 8 - Public Access Element

- b) On page 6 of the staff report, revise Special Condition 1, Revised Final Plans, as follows:

1. Revised Final Plans. PRIOR TO COMMENCEMENT OF CONSTRUCTION, the Permittee shall submit, for the review and written approval of the Executive Director, revised Final Plans that conform with the plans submitted to the Commission, titled, "100% Improvement Plans- City of National City, Bayshore Bikeway Segment 5" dated March 21, 2021, except that they shall be modified as required below:

- a. A plan view showing the revised alignment and the 70-ft. wetland buffer for the southern segment, as depicted in Exhibit 4.
- b. The chain-link shall be a maximum of four feet above grade and shall receive a bronze-patina treatment to reduce visual impacts, as detailed in Exhibit 5.
- c. Revised Landscape Plans shall show the bikeway alignment outside the 70-ft. wetland buffer in the southern segment; include only drought tolerant, native species; prohibit the use of rodenticides containing any anticoagulant compounds; and minimize the use of fertilizer, to the greatest extent feasible.
- d. Revised Lighting Plan - All night lighting shall be minimized, directed downward, and shielded using the best available dark skies technology and pole height and design that minimizes light spill, sky glow, and glare impacts. Lighting shall be the minimum necessary to light the bikeway for safety purposes. This lighting shall be limited to fixtures that do not exceed three feet in height above finished grade, are shielded and directed downward (Exhibit 7).

Lights shall not exceed a correlated color temperature of 2,700 Kelvin. No non-security lighting around the perimeter of the site and no lighting for aesthetic purposes is allowed.

e. Storage and staging plans showing storage and staging sited outside the 100-ft. wetland buffer, and located in a manner having the least impact to public access, including public parking.

f. Viewpoint Plan - The revised Final Plans shall include provision of a Paradise Marsh viewpoint/observation platform accessible to the general public. The viewpoint/observation platform design shall be coordinated with CDFW and designed and sited to avoid impacts to coastal resources.

The permittee shall undertake development in conformance with the approved final plans unless the Commission amends this permit or the Executive Director provides a written determination that no amendment is legally required for any proposed minor deviations.

- c) On page 22 of the staff report, add the following language after Public Access Policy 5:

Public Access Policy 3 from the National City LCP states:

...A public access and information program that would be designed to allow observation of the marsh, while controlling intrusion into the marsh itself. A component of the access program should be an interpretive nature trail along the western margins of Paradise Marsh, which could connect with an observation platform.

- d) On page 22 of the staff report, add the following language to paragraph 3:

The subject project would increase public access to coastal waters, as public coastal access to the bayfront is not currently provided along the proposed alignment. The subject project represents a public access benefit to the residents and visitors of National City by providing a safe bikeway for commuting, and low-cost recreation access to scenic coastal resources. The applicant has also agreed to provide a viewpoint adjacent to Paradise Marsh consistent with the recommendation provided in the City's LCP. Special Condition No. 1 requires revised Final Plans to include the viewpoint/observation platform, which shall be designed and sited in coordination with CDFW to avoid impacts to coastal resources. Additionally, public parking will not be impacted by construction and operation of the subject project. Further, public access to the interim...

- e) On page 28 of the staff report, add the following to Substantive Documents after "National City Local Coastal Program Land Use Plan, Revised 1997":

Harbor District Specific Area Plan, City of National City Local Coastal Program, November 1998

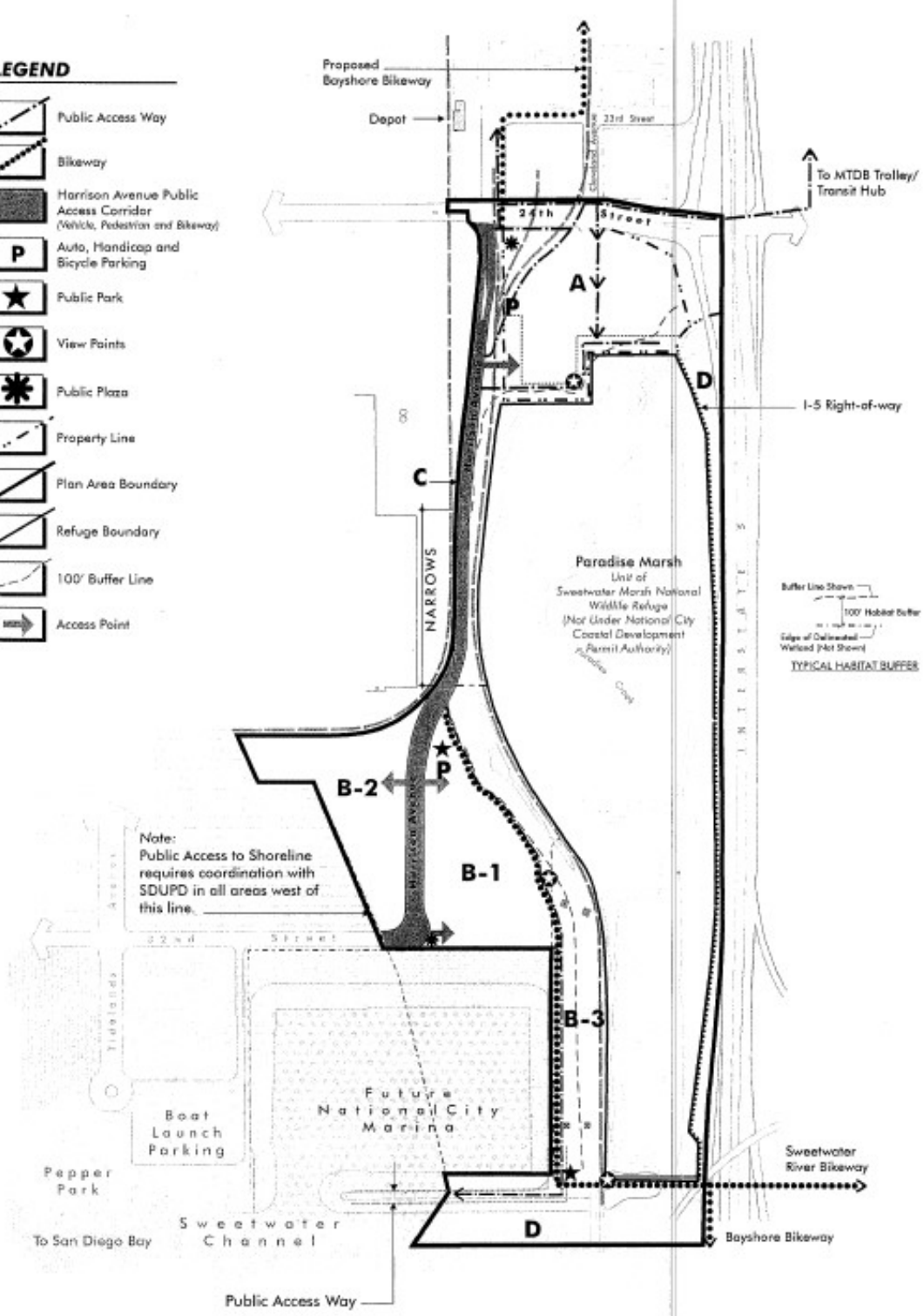
- f) On page 1 of the Exhibits, add Exhibit 8: Public Access Element, after Exhibit 7, as follows:

Exhibit 8: Public Access Element

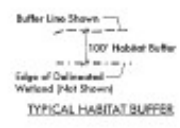
- g) Following page 9 of the Exhibits, add Exhibit 8 – Public Access Element, which is also attached to this addendum.

LEGEND

-  Public Access Way
-  Bikeway
-  Harrison Avenue Public Access Corridor (Vehicle, Pedestrian and Bikeway)
-  Auto, Handicap and Bicycle Parking
-  Public Park
-  View Points
-  Public Plaza
-  Property Line
-  Plan Area Boundary
-  Refuge Boundary
-  100' Buffer Line
-  Access Point



Note:
Public Access to Shoreline
requires coordination with
SDUPD in all areas west of
this line.



Note:
All Graphic Locations
are "Typical."

Figure 2.1
Public Access Element
NATIONAL CITY HARBOR DISTRICT
LCP - SPECIFIC AREA PLAN

EXHIBIT NO. 8
APPLICATION NO. CDP 6-22-0748
Public Access Element
 California Coastal Commission