

CALIFORNIA COASTAL COMMISSION

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Th14d

LCP-6-IMB-23-0016-1 (City of Imperial Beach)

SEPTEMBER 7, 2023

EXHIBITS

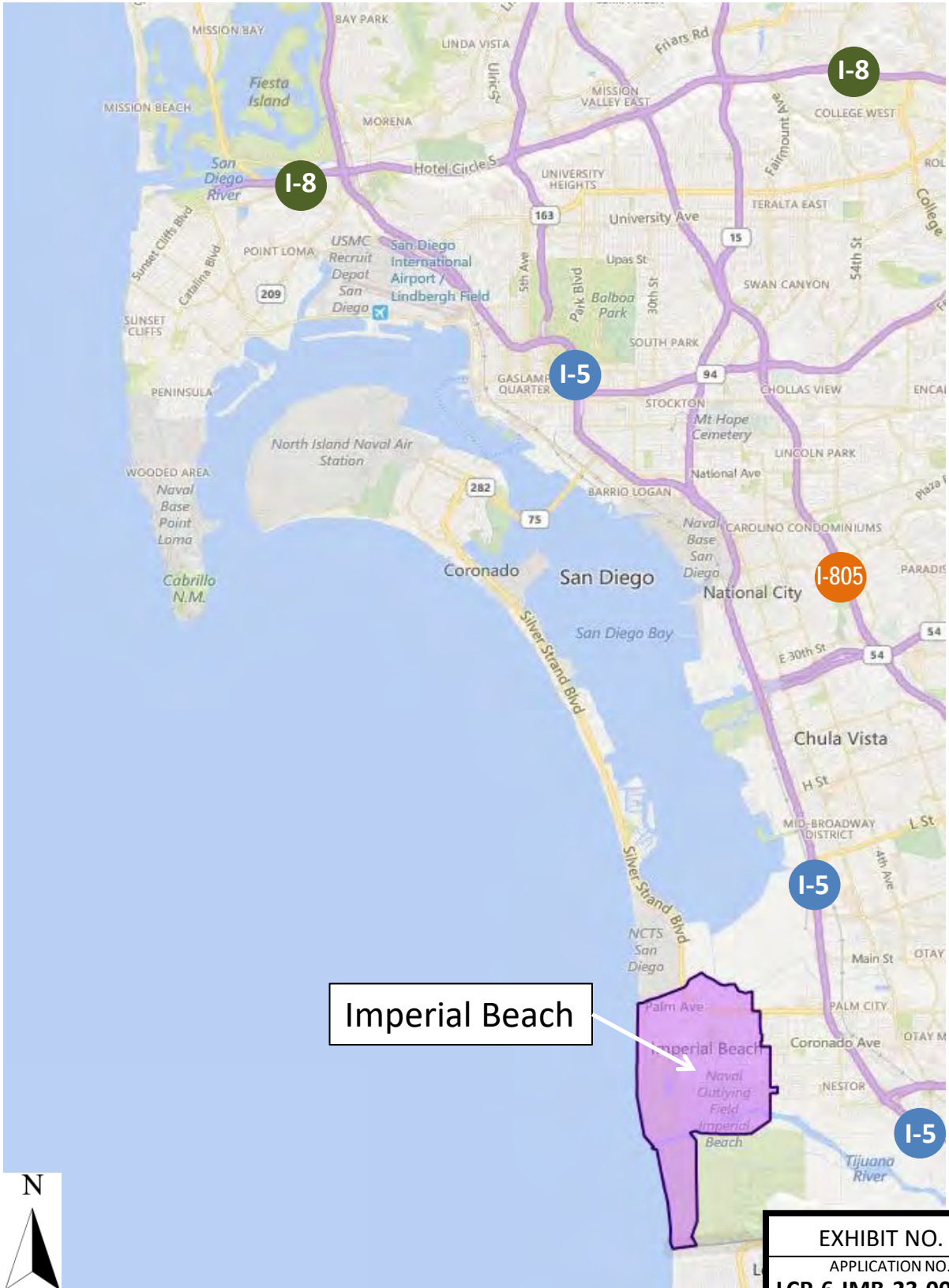
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Imperial Beach

EXHIBIT NO. 1
APPLICATION NO.
LCP-6-IMB-23-0016-1
Vicinity Map
 California Coastal Commission

RESOLUTION NO. 2023-16

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IMPERIAL BEACH, CALIFORNIA, AMENDING THE CIRCULATION ELEMENT OF THE GENERAL PLAN/LOCAL COASTAL PROGRAM (GPA-22-0005) TO REDESIGNATE STREET CLASSIFICATIONS FOR 9TH STREET FROM CALLA AVENUE TO THE SOUTH STREET END OF 9TH STREET. MF 1437.

WHEREAS, on March 15, 2023, the City Council of the City of Imperial Beach held a duly advertised public hearing to consider comments and action on a proposed amendment to the Circulation Element of the General Plan/Local Coastal Program (GPA-22-0005) that redesignates street classifications for 9th street from Calla Avenue to the south street end of 9th Street in order to improve safety, coastal access, accessibility, and mobility for all modes (pedestrian, bicyclists, vehicles, and transit); and

WHEREAS, the City Council of the City of Imperial Beach hereby finds that the proposed General Plan Amendment/Local Coastal Program Amendment (GPA-22-0005), pursuant to Government Code Section 65300.5, is internally consistent with the other elements and policies of the General Plan (Sierra Club v. Kern County Board of Supervisors (1981) 126 Cal. App. 3d 698 [179 Cal. Rptr. 261]); and

WHEREAS, the City Council of the City of Imperial Beach hereby finds that the proposed redesignation is consistent with the General Plan/Local Coastal Program as amended pursuant to Government Code Section 65401; and

WHEREAS, the City Council of the City of Imperial Beach hereby finds that the project is consistent with the California Coastal Act because the redesignation and associated enhancements on 9th Street will enable the City to create green street features, pedestrian, bicycle, transit improvements, and safety, mobility, accessibility, and water quality improvements, which are essential qualities for public access within the coastal zone; and


WHEREAS, Imperial Beach Local Coastal Program Goal 1(b), Safety, Environmental Sensitivity, Energy Efficiency, states that pedestrian walkways, bicycle paths and public transit will receive the same attention as facilities designed for the automobile; and

WHEREAS, Imperial Beach Local Coastal Program Goal 1(e), states that the City shall emphasize the aesthetic qualities of all streets; and

WHEREAS, Imperial Beach Local Coastal Program Policy C-15, Bikeways Plan, states that bikeways shall be located and classified on the Bikeways Plan; and

WHEREAS, Imperial Beach Local Coastal Program Policy C-19, Bicycle Facilities Encouraged, states that Bikeways shall be encouraged within the City and adjoining jurisdictions as a complement 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; and

WHEREAS, Imperial Beach Local Coastal Program Policy D-8 Project Design, states that public rights of way should be designated not only for the safety and enjoyment of the motorist, but also for the pedestrian, jogger and bicyclist; and

EXHIBIT NO. 2
APPLICATION NO. LCP-6-IMB-23-0016-1
Resolution
1 of 3
 California Coastal Commission

WHEREAS, the City Council of the City of Imperial Beach finds that, on the basis of the mobility assessment performed by the City's traffic consultant, Michael Baker International, the change in designation on portions of 9th street and implementation of all proposed improvements would not result in greater traffic impacts and this project would, therefore, be exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301 (Existing Facilities) and Section 15304 (Minor Alterations to Land); and

WHEREAS, in compliance with the provisions of AB 32, The California Global Warming Solutions Act of 2006, this enhancement project would provide green street features, pedestrian, bicycle, and transit improvements which offers additional nonmotorized mode of transport and, thereby, reduces the production of greenhouse gases (GHG); and

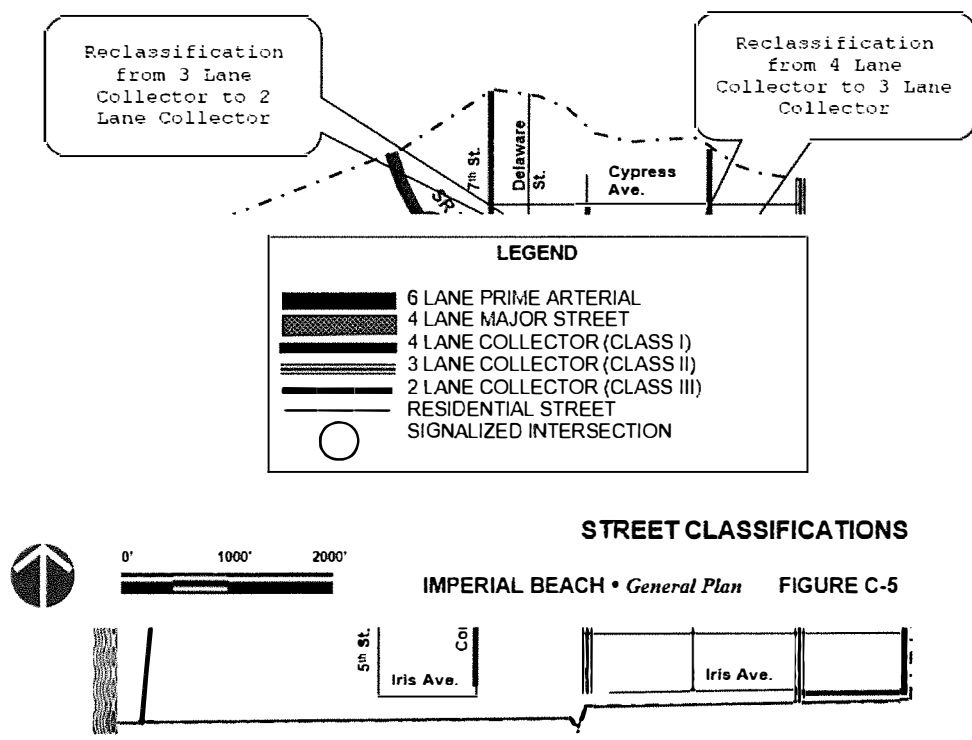
WHEREAS, The Imperial Beach Climate Action Plan provides a goal to expand its network of bicycle routes and improve the safety and condition of its sidewalks and streets to promote more active methods of transportation; and

WHEREAS, the City Council finds that this proposed GP/LCP amendment, pursuant to California Code of Regulations §13515 (14 CCR 13515) and California Government Code §65352, was routed for a 45-day/ 6 week public and agency review period with this review period running from September 8, 2022 to October 23, 2022 and any comments were considered by the City Council; and

WHEREAS, the City Council finds that the purpose of the project is to improve safety, mobility, accessibility, water quality, pedestrian walkability, bicycle transportation, and transit transportation in an area of the city where improved safety, mobility, access, and eco-friendliness is desired.

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

SECTION 1: That Figure C-5 of the Circulation Element of the General Plan/ Local Coastal Plan is amended as follows:



SECTION 2: The Local Street System description for 9th Street narrative on sheet C-4 of the Circulation Element of the General Plan/ Local Coastal Plan is amended as follows:

Ninth Street extends south from Cypress Avenue on the north to Ream Field on the south. It functions as a two-lane Class III collector from Cypress Avenue to SR-75/Palm Avenue, and as a three lane Class II collector from SR-75/Palm Avenue south to Ream Field, with 1993 traffic volumes ranging between 3,820 to 6,000 ADT.

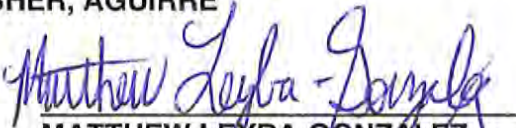
SECTION 3: This amendment shall become effective only when certified by the California Coastal Commission pursuant to Section 30514 of the California Public Resources Code.

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.

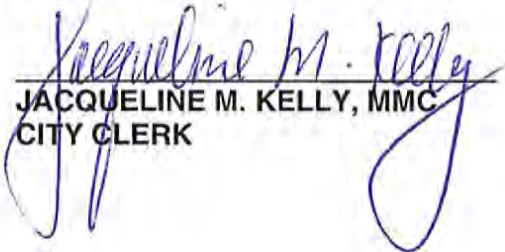
PROTEST PROVISION: The 90-day period in which any party may file a protest, pursuant to Government Code Section 66020, of the fees, dedications or exactions imposed on this development project begins on the date of the final decision.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Imperial Beach at its meeting held on the 15th day of March 2023, by the following vote:

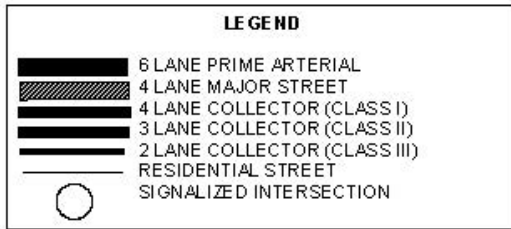
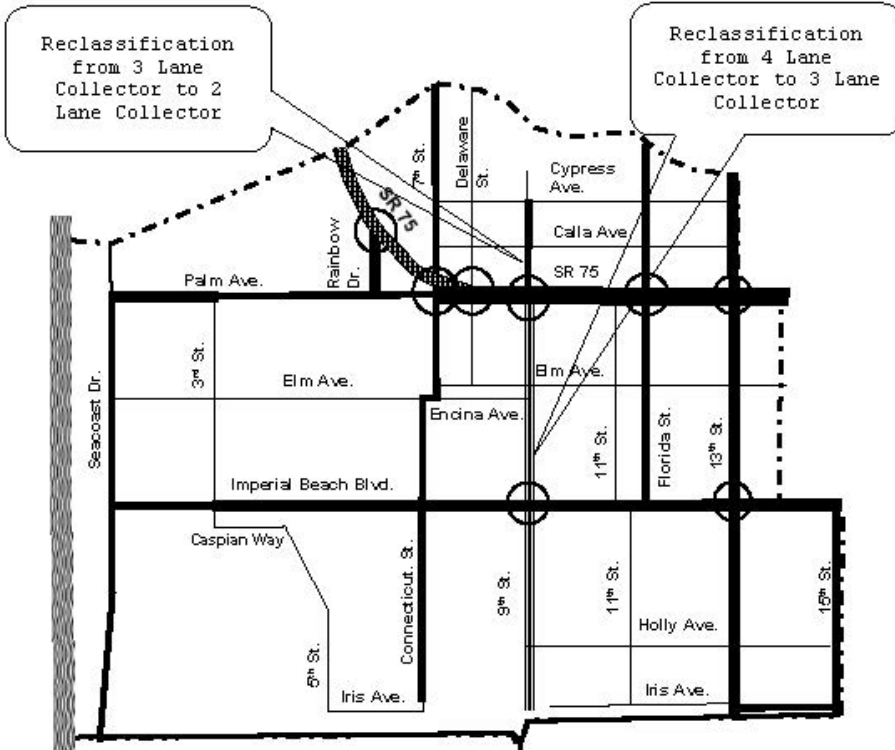
AYES:	COUNCILMEMBERS: SEABURY, MCKAY, LEYBA-GONZALEZ,
NOES:	COUNCILMEMBERS: NONE
ABSENT:	COUNCILMEMBERS: NONE
DISQUALIFIED:	COUNCILMEMBERS: FISHER, AGUIRRE


 MATTHEW LEYBA-GONZALEZ
 MAYOR PRO TEM

ATTEST:


 JACQUELINE M. KELLY, MMC
 CITY CLERK

PROPOSED MAP



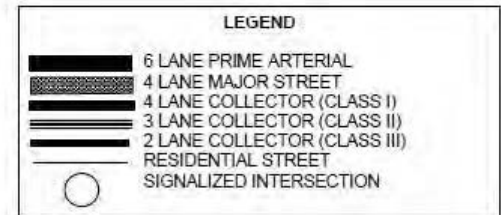
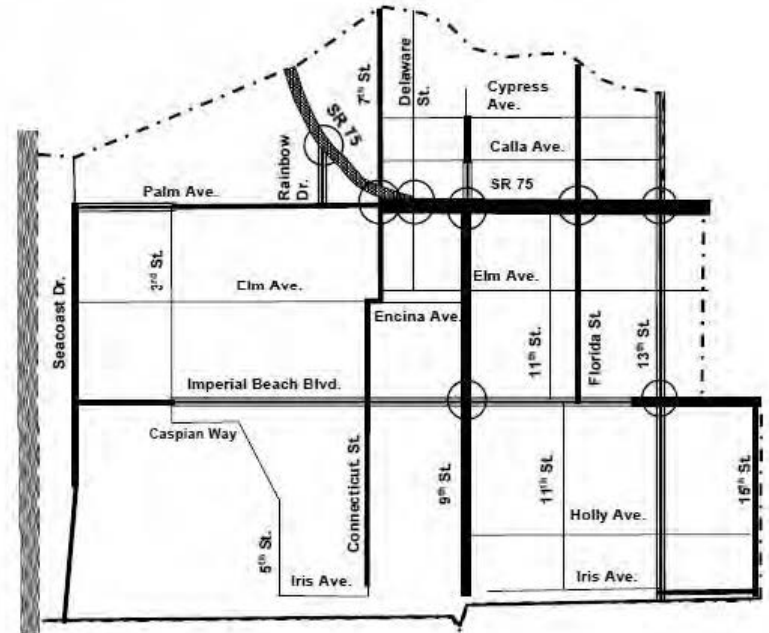
STREET CLASSIFICATIONS

IMPERIAL BEACH • *General Plan* FIGURE C-5



2000'

EXISTING MAP




STREET CLASSIFICATIONS

IMPERIAL BEACH • *General Plan* FIGURE C-5



0' 1000' 2000'


 California Coastal Commission
EXHIBIT NO. 3
 APPLICATION NO.
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Fig C-5 Modifications

PROPOSED TEXT AMENDMENT

through lanes and functions as a Class I collector with 1993 traffic volumes of 17,700 ADT. West of Third Street, Palm Avenue narrows to two through lanes with a center left turn lane and functions as a Class II collector with 1993 traffic volumes of 9,870 ADT.

Fifteenth Street extends south from Imperial Beach Boulevard to Iris Avenue. It functions as a two-lane Class III collector with 1993 traffic volumes of 9,520 ADT.

Thirteenth Street extends south from the northern City limits at San Diego Bay to the entrance to Ream Field at Iris Avenue. It functions as a four lane Class I collector south of SR-75/Palm Avenue and as a three lane Class II collector north of SR-75/Palm Avenue, with 1993 traffic volumes of 11,300 ADT.

Ninth Street extends south from Cypress Avenue on the north to Ream Field on the south. It functions as a ~~two lane~~two-lane Class III collector from Cypress Avenue ~~to Calla Avenue, a three lane Class II collector from Calla Avenue to~~ SR-75/Palm Avenue, and as a three lane Class II collector from ~~and as a four lane Class I collector, from~~ SR-75/Palm Avenue south to Ream Field, with 1993 traffic volumes ranging between 3,820 to 6,000 ADT.

Seacoast Drive provides north-south circulation at the western boundary of the City and access to the beach front and functions as a two lane Class III collector. Caltrans daily traffic counts taken in the summer of 1992 indicate that Seacoast Drive experiences traffic volumes ranging between 9,870 ADT between Palm Avenue and Imperial Beach Boulevard and 4,990 ADT south of Imperial Beach Boulevard. However, a count taken in February 1993 showed traffic volumes of approximately 3,890 ADT on Seacoast Drive, between Palm Avenue and Imperial Beach Boulevard. Thus, there are significant differences in seasonal traffic volumes on this main beach access facility. There are currently no signalized intersections on Seacoast Drive.

Connecticut Street/Encina Avenue/7th Street function in combination to serve north-south traffic extending from Ream Field and Iris Avenue on the south, to the northern City limits. It functions as a two-lane Class III collector with 1993 traffic volumes of 4,550 ADT.

Rainbow Drive is a short north-south street that connects SR-75 and Palm Avenue. It functions as a three lane, Class III collector. 1993 traffic volumes were 4,200 ADT.

Florida Street extends north from Imperial Beach Boulevard to the northern City limits. It functions as a two lane, Class III collector. 1993 traffic volumes were 1,220 ADT.

Iris Avenue between 13th Street and 15th Street serves as a two lane, Class III collector and connecting to a four-lane collector in the City of San Diego. 1993 traffic volumes were 4, 100 ADT.

