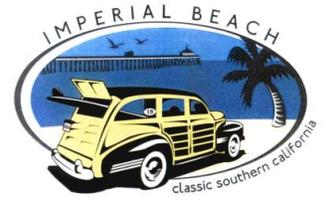




AGENDA



CITY OF IMPERIAL BEACH DESIGN REVIEW BOARD REGULAR MEETING

THURSDAY, SEPTEMBER 17, 2015 – 4:00 P.M.

**Council Chambers
825 Imperial Beach Blvd.
Imperial Beach, CA 91932**

NOTICE TO THE PUBLIC

SPEAKERS ARE REQUESTED TO COMPLETE A "REQUEST TO SPEAK" FORM PRIOR TO THE COMMENCEMENT OF THE MEETING AND SUBMIT IT TO THE SECRETARY. "REQUEST TO SPEAK" FORMS ARE LOCATED IN THE BACK OF THE COMMUNITY ROOM. PERSONS ADDRESSING THE COMMITTEE ARE LIMITED TO THREE (3) MINUTES.

AMERICANS WITH DISABILITIES ACT

The City of Imperial Beach is endeavoring to be in total compliance with the Americans with Disabilities Act (ADA). If you require assistance or auxiliary aids in order to participate at DRB meetings, please contact Larissa Richards at (619) 628-1356, as far in advance of the meeting as possible.

1.0 CALL TO ORDER

Roll call of members: Nakawatase, Bowman, Pamintan, Smith, Voronchihin

2.0 PUBLIC COMMENTS

The Public may address the Board for up to three (3) minutes on any subject within the Design Review Board's jurisdiction. In accordance with State law, the Board may not take action on an item not scheduled on the agenda. If appropriate, the item will be referred to staff or placed on a future agenda.

3.0 CONSENT CALENDAR

All matters listed under Consent Calendar are considered to be routine by the Design Review Board, and will be enacted by one motion. There will be no separate discussion of these items, unless a Board member or member of the public requests that particular item(s) be removed from the Consent Calendar and considered separately.

3.1 APPROVAL OF THE AUGUST 20, 2015 MINUTES

4.0 BUSINESS FROM THE COMMUNITY DEVELOPMENT DEPARTMENT

4.1 AFFIRM THE DATE AND TIME OF THE DESIGN REVIEW BOARD'S REGULAR MEETINGS TO BE HELD ON THE THIRD THURSDAY OF EACH MONTH AT 4:00 P.M.

4.2 SELECTION OF A VICE CHAIRPERSON TO SERVE IN THE ABSENCE OF THE CHAIRPERSON.

4.3 PALM AVENUE/ SR 75 COMMERCIAL CORRIDOR MASTER PLAN. MF 1171.

Any writings or documents provided to a majority of the Design Review Board regarding any item on this agenda will be made available for public inspection in the office of the City Clerk located at 825 Imperial Beach Blvd., Imperial Beach, CA 91932 during normal business hours.

DRAFT

MINUTES

**CITY OF IMPERIAL BEACH
DESIGN REVIEW BOARD**

**AUGUST 20, 2015
REGULAR MEETING 4:00 P.M.**

**City Council Chambers
825 Imperial Beach Blvd.
Imperial Beach, CA 91932**

1.0 CALL TO ORDER

Chairperson Nakawatase called the meeting to order at 4:09 P.M.

ROLL CALL

Board members Present: Bowman, Lopez, Nakawatase
Board members Absent: Schaaf
Staff Present: Senior Planner Foltz, Recording Secretary Richards

2.0 PUBLIC COMMENTS

None.

3.0 CONSENT CALENDAR

3.1 MOTION BY NAKWATASE, SECOND BY BOWMAN, TO THE MINUTES OF JUNE 1, 2015, JUNE 30, 2015 AND JULY 16, 2015.

MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: LOPEZ, BOWMAN, NAKAWATASE

NOES: NONE

ABSENT: SCHAAF

ABSTAIN: NONE

4.0 BUSINESS FROM THE COMMUNITY DEVELOPMENT DEPARTMENT

4.1 REPORT: IMPERIAL BEACH RESORT, LLC (APPLICANT); CONSIDERATION OF THE DESIGN FOR A PERIMETER FENCE THAT WOULD REPLACE THE EXISTING CONSTRUCTION FENCE SURROUNDING THE PROPERTY LOCATED AT 1046 SEACOAST DRIVE (APN 625-380-27-00) IN THE C/MU-2 (SEACOAST COMMERCIAL & MIXED-USE) AND SEACOAST COMMERCIAL MIXED-USE/RESIDENTIAL OVERLAY ZONES. MF 1166.

Senior Planner Foltz gave a PowerPoint Presentation on the project. He displayed the three temporary fencing options which were: chain link with simulated ivy fabric screen, open wrought iron fence and a colored vinyl coated chain link with an additional option of art being hung on the fences.

Kenneth Knudson, applicant for the project, spoke about safety issues related to fencing that concealed trespassers.

Jerry Gagnepain, the architect on project, spoke in regards to the materials being presented for the fencing. He stated that the finish on wrought iron is extremely difficult to maintain, especially

near the coast. He stated that the vinyl fence was the best material because it will be easy to see through and it will not rust as easily.

Shirley closed public discussion at 4:19 P.M.

MOTION BY NAKWATASE, SECOND BY BOWMAN, TO APPROVE A PERIMETER FENCE TO ENCIRCLE THE PROPERTY LOCATED AT 1046 SEACOAST DRIVE WITH A VINYL COATED CHAIN LINK FENCE, AND WITH AN OPTION OF ART ON THE EXTERIOR OF THE FENCE.

MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: LOPEZ, BOWMAN, NAKAWATASE

NOES: NONE

ABSENT: SCHAAF

ABSTAIN: NONE

5.0 INFORMATIONAL ITEMS/REPORTS

Chairperson Nakawastase inquired about updates on the Breakwater Project.

Senior Planner Foltz stated that the grading plans are almost finalized but there are still issues with the phasing of the project and not finding a second anchor for the second half of the project.

6.0 ADJOURNMENT

Chairperson Nakawatase adjourned the meeting at 4:25 p.m.

Approved:

Attest:

Larissa Richards, Recording Secretary

**Shirley Nakawatase, DRB
Chairperson**



**STAFF REPORT
CITY OF IMPERIAL BEACH**

TO: DESIGN REVIEW BOARD
FROM: COMMUNITY DEVELOPMENT DEPARTMENT
MEETING DATE: SEPTEMBER 17, 2015
SUBJECT: PALM AVENUE/ SR 75 COMMERCIAL CORRIDOR MASTER PLAN (MF 1171)



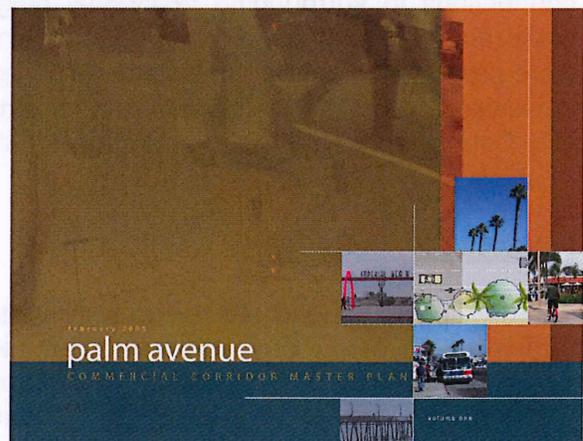
EXECUTIVE SUMMARY:

Staff and its consultant team headed by Project Design Consultants (PDC) initiated the next phase of the Palm Avenue/ SR 75 Commercial Corridor Master Plan (Master Plan) which is being funded primarily by a San Diego Association of Governments (SANDAG) Smart Growth Incentive Program (SGIP) Planning Grant. A key component of this project includes a significant public outreach effort. On April 29, 2014, the first community workshop was held in the Community Room at City Hall. The Design Review Board (DRB) was given a presentation on this project on May 15, 2014 and is being afforded another opportunity to provide any additional comments on this project.

BACKGROUND:

The Design Review Board (DRB) was given a presentation on this project on May 15, 2014. Since a number of new board members have been appointed to the DRB since then, it appeared appropriate that another briefing on this project be given.

In April 2004, the City Council directed staff to proceed with the development of the Palm Avenue Mixed Use & Commercial Corridor Master Plan (Master Plan) Study. In October 2005, staff submitted an application for a California Department of Transportation (Caltrans) Community-Based Transportation Planning Grant and in May 2006, the City of Imperial Beach was notified that Caltrans approved the application and also allocated \$50,000 towards preparation of the Master Plan Study. In May 2007, a request for proposals/qualifications was issued for a consultant team to carry out the Master Plan Study and in September 2007, the City entered into an agreement with Moore Iacofano Goltsman, Incorporated (MIG) for the project (MF 970).

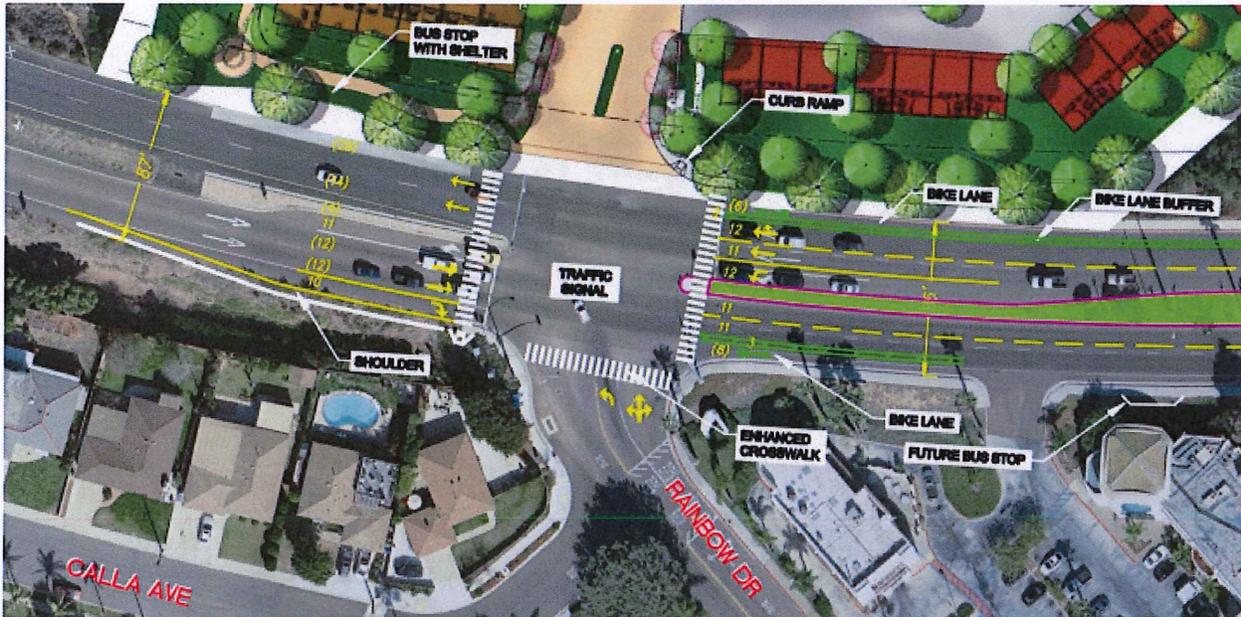




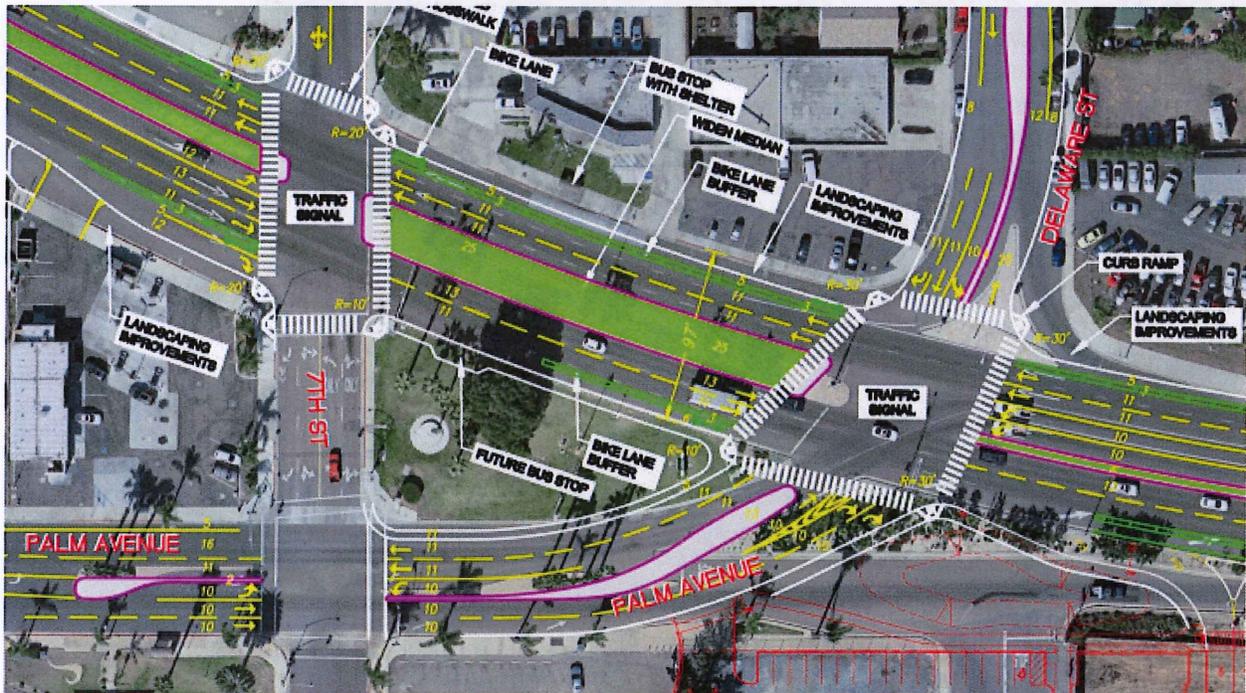
The project study area encompassed the entire length of the Palm Avenue/State Route (SR) 75 corridor, as well as the one block area north and south of Palm Avenue/SR 75. The study area was broken into four sectors: West End Gateway, Park, Mid-Town, and East End Gateway with each sector given a unique design character and street improvements proposed to serve different functions. The Study was to develop streetscape improvements and urban design strategies that support the goal of creating a vibrant, safe, pedestrian-friendly and bicycle-friendly commercial hub along Palm Avenue. Priorities of this effort included transforming the six-lane highway into a "Main Street" environment based on Caltrans' Main Street Design Guidelines, creating a desirable public realm in which to promote new mixed-use and transit oriented developments, providing amenities and services to the community, improving connections to surrounding residential neighborhoods and enhancing transportation choices while reinforcing the small-scale, beach-town feel of the area. To accomplish this, modifications were proposed to existing vehicle travel lanes, parking areas, medians, landscaping, sidewalks, crosswalks, drainage, curbs and gutters, and traffic signalization. On February 19, 2009, the City Council approved the final draft of MIG's Master Plan Study that included a Traffic Impact Analysis.

PROJECT EVALUATION:

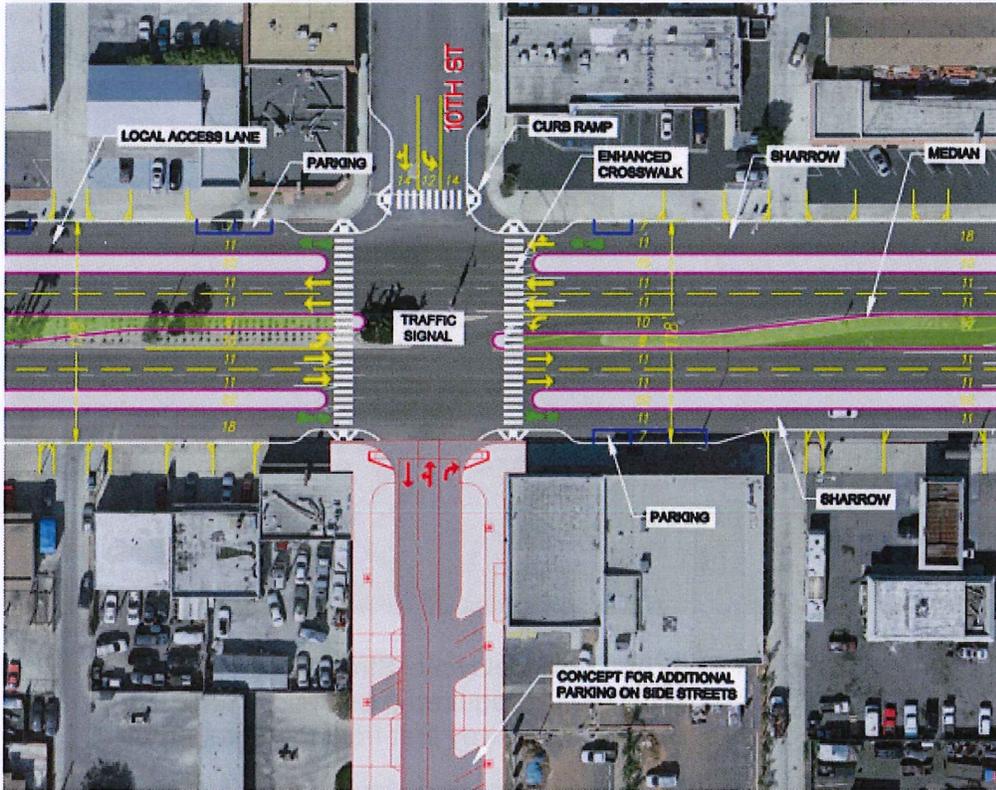
The 30% plans by PDC are basically consistent with the concepts proposed by MIG in 2009. A portion of the **West End Gateway** (between the Coronado city limits to 7th Street) is shown below: The Bernardo Shores project was required (per Resolution No. 2014-7529) to construct their portion of the frontage along SR 75 consistent with the Master Plan.



A portion of the **Park Sector** (between 7th Street and Delaware Street) is shown below. The Breakwater project (MF 1062) by Sudberry Properties is required (per Resolution 2011-7131) to design and install the public improvements in the rights-of-way that front their property.



The **Mid-Town Sector** (between Delaware Street and Florida Street) proposes a unique treatment of the curb lane that will have it function as a local access lane for the fronting businesses with the installation of raised islands to separate it from the two through lanes in each direction. A portion of the Mid-Town Sector is shown below.



The **East End Gateway** (from Florida Street to the San Diego city limits, a portion of which is shown below) will function as a transition zone so that traffic can maneuver into or out of either the through lanes or access lanes and have traffic flow easily.



The City of San Diego has recently embarked upon a similar streetscape plan for Palm Avenue/ SR 75 that lies within their jurisdiction. Issues regarding rights-of-way relinquishment are still being sorted out between Caltrans and the City.

Community Engagement Strategy. Another key component of this next phase of the Master Plan, as mandated by the grant program and also a practice in all of the City's efforts, is the implementation of a comprehensive Community Engagement effort to obtain public input and participation in the development and implementation of the Master Plan. To that end, the consultant team's Outreach & Engagement Consultant, Katz & Associates (Katz), has prepared a Community Engagement Strategy. Specific objectives of this strategy are to:

- Increase the community's knowledge and understanding of the project's needs and benefits
- Share project information and studies
- Report on the team's work-in-progress and decisions made throughout the project
- Solicit feedback, questions, and comments to inform and shape the design process
- Respond to stakeholder questions and concerns
- Fully implement public involvement requirements per CEQA

The screenshot shows a website page with a blue header and a left-hand navigation menu. The main content area is white with blue accents. At the top, there are tabs for 'Resident', 'Government', 'Business', 'Visitor', and 'Contact Us'. Below these is a search bar and a 'Go' button. The main heading is 'Palm Avenue Mixed Use & Commercial Corridor Master Plan'. The text below explains that the City of Imperial Beach has completed the design phase and circulated a Mitigated Negative Declaration (MND) for public review. It invites the public to attend a Public Review Meeting on Thursday, April 30, 2015, at 6:00 PM, at the City Hall Community Room. The page also includes a section for 'Upcoming Events' and a call to action for community participation, with a link to sign up for 'Palm Master Plan News' and an email address: PalmMasterPlan@imperialbeachca.gov. A list of project benefits is provided, including easier transit access, improved appearance, new economic development, a safe walking and bicycling environment, and more effective traffic management. At the bottom, there is a map of the project area.

A dedicated weblink has been created on the City's website www.ImperialBeachCA.gov/PalmMasterPlan and a contact email address has been established (PalmMasterPlan@imperialbeachca.gov) to receive comments from interested parties and to request inclusion on email correspondence on the project. The webpage will be updated with project information, key milestones and announcements on engagement opportunities. The first community workshop was held on Tuesday, April 29, 2014 at 7:00 PM in the Community Room at City Hall. Those in attendance were generally supportive of the concepts and proposals presented but also expressed some concerns. Another project CEQA community workshop was held on April 30, 2015 that was lightly attended.

May 15, 2014 DRB comments:

4.2 PALM AVENUE MIXED USE & COMMERCIAL CORRIDOR MASTER PLAN

Staff Report:

Staff Wade gave a PowerPoint on the Palm Avenue Mixed Use & Corridor Master Plan Project design.

QUESTIONS TO STAFF:

Gateway Sign

Nakawatase: let's tackle the matters one by one. The gateway sign horizontal or vertical cannot span the entire section of the street. What do you think?

Lopez: It's a wide street so it would be hard to get something like the Gaslamp, but something that gives an element of entrance. I think it's a good thing.

Bowman: Like the idea of a gateway sign. Our current signs are small and easy to miss. Like Boulevard Sign shown. Surfboard sign would not have the visual impact of something horizontal.

Nakawatase: like the T sign. A mesh style surfboard with channel lettering maybe.

Lopez: Woody or surfboard that's T'd up would be nice.

Bowman: Where are we thinking of putting this? Don't think it should be all the way in at 13th. Maybe closer, to the heart of IB like at 10th and 9th.

Nakawatase: I think it would confuse people if it weren't at 13th Street. Right around Georgia is a great place where you're entering. Entering from the Strand where the Egret/Herring have a sign right there.

Lopez: Not as big as shown but an element that identifies that you are entering Imperial Beach.

Scaaf: Definitely need more signage. Like more vertical than T. They can be overbearing. But we do need signage besides the monument sign.

Nakawatase: Really grateful that round about around Rainbow not coming back.

Local Access Lanes

Wade: They would be from 9th to Florida

Nakawatase: that would bisect McDonalds

Lopez: Which makes sense for the left turn lane exiting out we just approved for McDonalds.

Nakawatase: – Access lane will be slowed down because of McDonalds. Not a big proposal of that.

Wade: Want people to get back onto Florida and go west.

Bowman: Showed example of Octavia – how long is the distance:

Wade: Ours is 1.3 miles and theirs is 1.5 about the same as Octavia.

Nakawatase: access lanes from 9th all the way to 13th would be better.

Lopez: like that idea. Differentiate that you're coming into a new community. At first it will be hard for some businesses to get used to because change is scary, but I think they will like it better. Agree it should go out to 13th.

Scaff: I like it also.

Trees

Lopez: Like overall plan they have shown. Maybe every 3rd tree until get more money. Enhances and will also slow traffic down.

Nakawatase: Palm trees vs shade trees

Wade: combination – palm tree, shade tree, evergreen trees

Lopez: intersections maybe Palm for helping with visual but dense shade trees in between for shading

Nakawatase: Can look though Palm trees and then shade trees

Lopez: but not too dense because you want to see businesses too – but still want shade

Nakawatase: I like jacarandas

Lopez: Those probably cause more maintenance

Bowman: didn't go into Old Palm – only Palm trees there

Wade: just for Palm

Lighting

Lopez: Traditional is probably more conducive to California beach living

Wade: Center median lighting might be different from sidewalk lighting

Lopez: – doesn't need to make a WOW statement – mainly for safety.

Nakawatase: would like more consistency, go with one style and stick with it

Bowman: traffic itself, we who live here know when not to get onto Palm. Traffic lights are not synchronized well...

Wade: Caltrans has right of way. They are in control of lights. Supposedly in control of improvements. Talk of possibly relinquishing Palm. Caltrans has been very cooperative. More ambitious ideas we want to do will probably not meet their standards. Several months ago put a request in to study and evaluate relinquishment of highway. Basically put a price tag to bring corridor to the standard. If City takes that step City needs to make sure they do all the work beforehand. Just getting as much information as possible now. The only way we could really do a lot of phasing would be for them to relinquish highway to City. They're objective is to move traffic as quickly as possible which would conflict with some of the updates we want to do.

Lopez: Unique Caltrans right of way situation.

Wade: Caltrans wants to get out of the local highway ownership. But we don't want to do that blindly and cannot afford.

Opinions on 7th and Delaware Street

Lopez: Could help get traffic off old palm corridor to new palm area

Nakawatase: see huge bottleneck unless lights synchronized.

Lopez: Have short span which is a little funky – but yes, synchronization

Bowman: use 7th street to get to 9th and not rainbow

Nakawatase: very few people take the Delaware exit. Don't know if it's worth it. Maybe folks to ask are people who live on Delaware. If you live on Bayside you are going to take a right on 9th. Coming from beach you're going to take 7th or 9th. Don't know if you've done a traffic study on Delaware itself. Don't see it expanding a lot if access got easier.

Lopez: Overall, especially with imagery, it's exciting to see.

Bowman: Commented about Caltrans and their standards – is a lot of this a pipe dream?

Wade: Certainly some challenges. Hope for design exceptions. 1 or 2 of those 3 probably won't get a design exception and will have to come up a different design. If we want to see this as you see it today, it will probably come down to a relinquishment. Caltrans wants it and the Council has to decide if they want to take it down and price tag. Need to make sure we get what we need if you go that route. Will apply for grant funds. Construction documents. Don't think it's a pipe dream – wouldn't invest time and funds, SANDAG is supportive. Could be a reality.

Bowman: one idea they would object to is the side lanes?

Wade: narrowing lanes, bulb outs, access lanes. 11 feet okay but 10 feet is a no.

Lopez: If you have a plan b and c on those items still something to work with.

Bowman: beautiful concept, like the idea. A lot of business on Palm, no parking associated with them, any thought for community parking lot like Chula Vista has on 3rd Ave.

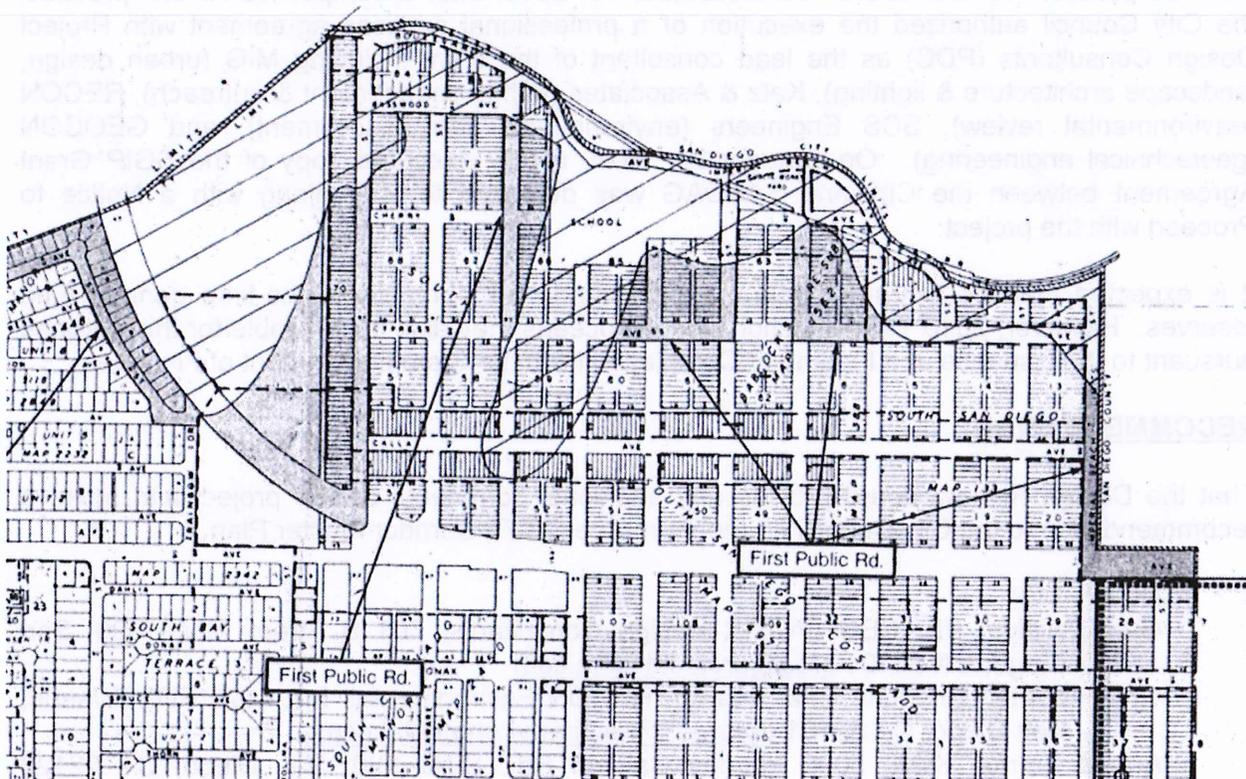
Wade: during master plan study – commercial zoning review – shared parking mechanism as long as within 1000 feet of site. Looking at same idea on Seacoast. Hoping at some point with other projects that the resource will be something we can invest in.

ENVIRONMENTAL DETERMINATION:

The prior phase of the Master Plan was exempt from CEQA pursuant to CEQA Guidelines Sections 15262 (Feasibility and Planning Studies) and 15306 (Information Collection). The environmental consultant for this phase of the Palm Avenue Mixed Use and Commercial Corridor Master Plan has completed the Final Mitigated Negative Declaration (MND; SCH 2015041055) which will be considered (along with the Design Review Case 150039) for approval by the City Council on October 7, 2015.

COASTAL PERMIT JURISDICTION DETERMINATION:

A portion of the west sector is in the appeal jurisdiction and in the original jurisdiction of the Coastal Commission. We will ask the Coastal Commission to process the coastal development permit (CDP) for this project as a consolidated permit (per Coastal Act Section 30601.3).



FISCAL IMPACT:

Smart Growth Incentive Program Grant Funding

On January 18, 2013, staff submitted an application to the San Diego Association of Governments (SANDAG) for Fiscal Year 2013 Smart Growth Incentive Program (SGIP) funding that allocated funding for local transportation-related infrastructure and planning efforts that support smart growth development in the region. The funding was available for two types of projects: capital and planning. On January 23, 2013, the City Council adopted Resolution

Number 2013-7294, authorizing and supporting the submittal of a SGIP planning grant application in the amount of \$400,000. The City Council also authorized City matching funds in the amount of \$50,000 and up to \$45,000 of in-kind contributions (staff expenses). The purpose of the SGIP grant was to develop 30% engineering drawings based on the prior Master Plan concepts sufficient to also prepare and process the corresponding environmental document and to include public outreach and engagement component to ensure that community input was obtained during the process.

On June 28, 2013, the SANDAG Board of Directors approved the SGIP Fiscal Year 2013 projects for funding including the Palm Avenue Mixed Use & Commercial Corridor Master Plan. On July 15, 2013, the City received a Notice of Award from SANDAG for \$400,000 of SGIP planning grant funding. On August 21, 2013, the City Council authorized issuance of the RFQ/P to solicit civil engineering, landscape architecture, urban design and environmental planning consultant services, with the City intending to utilize its on-call traffic engineering consultant, KOA Corporation, for this effort. On December 18, 2013, after a competitive RFQ/P process, the City Council authorized the execution of a professional services agreement with Project Design Consultants (PDC) as the lead consultant of the team including MIG (urban design, landscape architecture & lighting), Katz & Associates (public engagement & outreach), RECON (environmental review), SCS Engineers (environmental site assessment), and GEOCON (geotechnical engineering). On January 24, 2014, a fully executed copy of the SGIP Grant Agreement between the City and SANDAG was delivered to staff along with a Notice to Proceed with the project.

It is expected that the City's \$50,000 matching funds will come from one-time general fund reserves. However, 2010 Tax Allocation Bond Proceeds may also be available for this purpose pursuant to the issuance of a Finding of Completion from the State Department of Finance.

RECOMMENDATION:

That the Design Review Board provide any additional comments on the project and make a recommendation to the City Council on the Palm Ave/SR 75 Corridor Master Plan.

- c: file MF 1171
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