



CITY OF IMPERIAL BEACH

GENERAL PLAN & LOCAL COASTAL PLAN

UPDATED OCTOBER 2010

City of Imperial Beach
General Plan and Local Coastal Plan



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City Council Resolution 94-4427

A KNOWLEDGEMENTS

City Council

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Diane Rose, Mayor Pro-Tempore
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C. David Ewing, Public Works Director
Scott Boies, Sheriff's Captain

Community Dev. Department

Gary T. Barberio, Comm. Dev. Dir.
Melanie Kush, Assistant Planner
Sherrie Worrell, Adm. Secretary

Consultants

Zucker Systems, San Diego

Paul C. Zucker, President
Phil Millenbah, Planner
Laurie Price, Planner
Michael W. Deeb, Graphic Designer
Sherry Yontz, Publications Specialist

Applied Development Economics

Douglas H. Svensson, Managing Principal
G. David Singleton, Senior Associate

JHK and Associates, Traffic

Daniel F. Marum, Senior Transportation
Planner
Srikanih B. Reddy, Transportation
Engineer/Planner

Giroux and Associates, Noise and Air

Hans Giroux, Principal

General Plan Advisory Committee

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Ronald Granquist	Dave Nearing
Donn Hall	Catherine McElroy
Mari Hoffmann-Nelson	Richard Palmer
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INTRODUCTION

It is highly prized, that edge of California where the earth confronts the sea.

Paul Sedway.

The General Plan/Local Coastal Plan

The Imperial Beach General Plan/Local Coastal Plan is the City's constitution for physical development and change within the city. The Plan is a legal mandate that governs both private and public actions.

The General Plan is atop the hierarchy of local government law regulating land use. Subordinate to the General Plan are specific plans, ordinances and zoning laws. All of the subordinate documents must conform to the adopted General Plan.

State law requires every California City to adopt a General Plan that contains seven mandatory topics called "Elements", (Circulation, Conservation, Housing, Land Use, Noise, Open Space and Safety). Cities may also adopt other optional topics which carry the same weight as mandatory elements. This Imperial Beach plan adds Design, Facilities and Services, and Parks, Recreation and Access as non-mandatory elements. All topics carry equal weight and are designed to be consistent with each other.

Eighty seven percent of Imperial Beach lies within the Coastal Zone. The Coastal Act of 1976 requires the City to have a Local Coastal Plan certified by the State Coastal Commission. This plan is a combined document meeting both the State General Plan requirements and Coastal Plan requirements. All of the General Plan policies are not considered part of the Coastal Plan. Policies that are not a part of the Coastal Plan are identified by an underlining of the policy number.

General Plan Format

The Plan is divided into nine topics (chapters) that are arranged alphabetically. The pages, tables and figures of each topic are numbered to correspond to that specific topic.

A brief background discussion is provided for each topic. Readers wishing more detailed background information are directed to the technical appendices. Each topic includes one or more goals. The plan's sixteen goals are numbered consecutively and set the desired direction for the City.

The goals are followed by a series of policies that establish more explicit directives for both public and private actions aimed at preserving and creating a desirable Imperial Beach.

Regional Setting

Imperial Beach, the "Most Southwesterly City in the Continental United States," is one of 18 incorporated cities located within San Diego County. It is bordered on the north by a U.S. Naval Communication Station within the City of Coronado's jurisdiction and the southern shore of San Diego Bay, on the east by the City of San Diego, on the south by the U.S./Mexican border, and on the west by the Pacific Ocean.

History

The first settlers came to the area known as Imperial Beach in the 1880's. The first subdivision was filed in 1887. Early subdivisions were intended to create a summer retreat beach resort for the residents of the warmer Imperial Valley, hence the name Imperial Beach. The pattern of development followed by the Southern California land promoters was common: (1) A subdivision (2) a hotel or some other attraction at the subdivision site (3) a gigantic land auction (4) the actual building of a community. Step four was the hardest to accomplish.

The first school was built in 1888 at Tenth Street and Elm. In 1920, the first school district was formed when the voters approved a bond issue to purchase the ten-acre site near 19th Street and Coronado.



The original use of the military owned land north of Imperial Beach, in 1880, was for a cavalry troop. The troop provided security along the International Border. On Sunday afternoons, the troop paraded for the entertainment of the residents of Imperial Beach. The old parade ground currently serves the youth of Imperial Beach under the jurisdiction of the YMCA.

In the early 1900's came improvement of the wooden sidewalks, a post office, general store, and dance pavilion and adjoining café. The original pier was built in 1909, at the foot of Donax Street to generate electricity for the town from wave action. Since it

proved to be inadequate, the machinery was dismantled. The pier remained active, attracting large crowds until it was totally destroyed in a 1948 storm. In 1961, a fact finding committee made up of local citizens submitted to the Imperial Beach City Council a report recommending the construction a new fishing pier. In April 1962, the people of Imperial Beach overwhelmingly approved a bond issue of \$300,000 for construction of a fishing pier. A matching funds grant from State Wildlife Conservation Board added further impetus to the project, which was built at its present site at the foot of Evergreen Avenue.

In 1910, E.S. Babcock (builder of the Hotel del Coronado) dredged a channel down the Bay to what is now the north end of Tenth Street. Boats carrying up to 50 passengers made 3-4 trips per day from Market Street in San Diego. A tram met the boats and took the passengers down Palm Avenue to First Street, and back to the landing for their return trip to San Diego. In 1916, a heavy storm washed out the Otay Dam and the resulting flood caused the channel to fill with silt. The channel was never reopened.

The first subdivision called South San Diego encompassed most of the area between 5th Street to 13th Street, north of Palm Avenue and between 9th and 13th Street, south of Palm Avenue. From the southern shore of San Diego Bay, 13th Street ran south for one mile and on into Oneonta. A branch line of the National City and Otay Railroad ran 300 or 400 feet west and parallel to 13th Street.

Imperial Beach was growing very slowly. Water was a problem and electricity was used only for lighting and ironing. Kerosene was used for heating and cooking, and sometimes, for lamps.

Cottages on the beach were used mainly for summer homes, with toilet facilities outside or adjoining the buildings as add-ons. One historian says that Jean Stratton Porter, author of "Girl of the Limberlost," used to spend summers at her uncle's cottage in the 200 block of Elm Avenue.

South San Diego, now known as Imperial Beach, bore the full brunt of the land boom and the eventual bust. The boom in South San Diego has been memorialized in a legend about a naive land buyer who purchased a lot for \$5,000. The next day, after examining his \$5,000 purchase he surmised that he had been gypped. While he was pondering his problem, he was approached by two strangers who asked if his property was for sale. The worried but puzzled land owner took a deep breath and blurted, "Yes, the price is \$12,000." Without batting an eyelash, one of the strangers agreed to purchase the property and handed over the cash on the spot. The former landowner thought it over and reasoned that he overcharged the stranger. The next day, he sought out the new owner of the property and offered to repurchase the land for \$12,000. "Too late," replied the stranger, "I sold it yesterday for \$16,000."

Although this may be just an entertaining tall tale, the fact remains that during the land boom in the South Bay area, fortunes were made. And at the end of the boom, many were lost.

The real estate picture in the south San Diego Bay area was grim at the end of the land boom. It was even more grim following the disastrous floods of 1916 when the Tijuana River overflowed and the Otay Dam broke, washing away everything in its path. This destroyed the railroad system and it was never completely rebuilt. There were no good highways in the area. The main highway through Palm City was not paved until the 1930's.

During the 1930's, the Michigan Investment Company was busy moving houses into Imperial Beach from Tent City Coronado. In 1976 there were any number of Tent City cottages still remaining in Imperial Beach. By putting two of these "shotgun" buildings on a lot and building between them and adding on, a fair-sized building could be constructed. The ones in use today have been remodeled more than one time.

In the latter part of the 30's, the area began to grow, largely due to government defense programs in and around San Diego. Many people came from Oklahoma, Texas and Colorado as well as other states, with hopes of working on these projects. Houses were at a premium, rising beyond what poor people could pay. People lived in tents, trailers and shacks-anything for a cover until they could better themselves. Some were said to have built homes or shacks of airplane packing crates. Building regulations didn't exist in the unincorporated part of the county.

The Depression and prohibition were both in full force but you could get bootleg whiskey at the old hotel on the beach. One area along Palm Avenue was known as Whiskey Flats and featured gambling, too, until a series of raids stopped them.

Ream Field, the Amphibious Base and the Imperial Beach Radio Station were built. Most people who had come here decided to stay after WWII and make their homes in the South Bay area.

Prior to incorporation, Imperial Beach was served by a number of civic organizations under the direction of the County of San Diego. The Imperial beach Civic Group, formed in 1945, was instrumental in forming a Fire Protection District and acquiring a fire truck. It was at this time that many of the streets were renamed in order to facilitate directing the fire truck to fires in the area. The Sanitary District was formed in 1949 to secure County funds for development and attract private capital.

In the early 1950's, the first shopping center was built on the south side of Palm Avenue between Ninth Street and Delaware Avenue. By June 1955, a wide variety of businesses had moved into Imperial Beach.

Imperial Beach was incorporated as a General Law City on July 18, 1956. The first council was sworn into office on July 20, 1956 on the grounds of Coronado Savings and Loan Association (now the site of North Island Federal Credit Union) and its first meetings in the boardroom of the Association.

The boardroom soon proved to be too small to handle the large attendance at the council meetings. The Imperial Beach Fire Protection District had recently constructed new quarters next door to the old fire station so the council contracted for the use of the old building at 166 Palm Avenue, which after some remodeling became the first official City Hall.

The groundwork for the present Civic Center was laid on 1958. In January 1963, the City was awarded a matching funds grant for the construction of a new Civic Center and construction began with a groundbreaking on March 22, 1963.

Characteristics of the City of Imperial Beach

Imperial Beach is a 4.5 square mile city. Its coastal setting and Mediterranean climate provide a unique and attractive living environment. The City is almost entirely built out with a few vacant parcels. Future development will primarily take place through upgrading and reuse of existing parcels and possible reuse of Ream Field.

The proposed land use for the City is shown in table I-1. Over 40 percent of the City is open space or public facilities.

Table 1-1 Imperial Beach General Plan Land Use		
Type	Acres	Percent
Single family attached and detached dwellings and mobile homes	457.7	17%
Two Family	320.2	12%
Apartments and Condominiums	240.8	9%
Commercial	118.3	4%
Urban Reserve	484.0	18%
Open Space and Public Facilities	<u>1134.0</u>	<u>41%</u>
Total	2755.0	100%

As related to housing units, Table 1-2 shows that in 1993 the City was roughly split, with half the housing units in apartments and condominiums and half in single family, two family, and mobile homes.

**Table 1-2
Imperial Beach Housing Units, 1993**

Type	Units	Percent
Single family	2903	30%
Two Family	1490	15%
Apartments and Condominiums	4979	51%
Mobile Home	<u>291</u>	<u>3%</u>
Total	9663	100%

According to the San Diego Association of Governments (SANDAG), in 1993 the percentage of single-family attached and detached dwellings in Imperial Beach at 48% was one of the lowest percentages of the County's eighteen cities. The County-wide average was 58%. The 1981 Imperial Beach General Plan would have reduced this percentage of single family attached and detached dwellings to 25%. This 1994 General Plan reduces the percentage to 42%.

The City's population growth since incorporation is shown in Table 1-3.

**Table 1-3
Imperial Beach Population**

Year	Population
General Plan Build Out	30,750
1990	26,512
1980	22,689
1970	20,244
1960	17,773
1956 (Incorporated)	12,000

Under the 1994 General Plan if fully built out, the City could have a population of 30,750. However, few if any, cities ever totally build out. A more likely ultimate build out population would be 29,500.

Almost 80% of Imperial Beach's residents are low or moderate income. The mean household size in 1990 was 2.85 and is expected to decline to 2.68 by 2010. Imperial Beach's 1990 population, while predominantly white, was a cross section of races and

ethnic groups, with 4.9% black, 1.3% Native American, 8.3% Asian and 12.6% other. Hispanics, who can be of any race, represented 28.2% of the population, making Imperial Beach the third most Hispanic city in the region.

The Imperial Beach population is a young one. In 1990, fully 69.1 % of its residents were under age 35 and the median age in the City was 25.8. By comparison, the median age in the San Diego region in 1990 was 31.9. Imperial Beach had the second lowest median age in 1990 among municipalities in the San Diego region; only National City's median age of 24 was lower.

The population of Imperial Beach is weighted heavily not just toward the young, but, specifically, toward children. In 1990, Imperial Beach, with 25.7% of its population under age 15, ranked first among cities in San Diego County in terms of percentage of population in childhood and the early teen years. By comparison, only 20.7% of the regional population was under age 15.

Conversely, Imperial Beach has few seniors. In 1990, 11.3% of the regional population was over age 64. But in Imperial Beach, only 5% of the population was over 64. Imperial Beach is not a retirement community.

Imperial Beach serves as a bedroom community to San Diego and from a commercial and employment perspective is relatively isolated. In relation to commercial development, in 1993 the City captured only about 60% of its potential market that would normally be generated by its population. In 1993, the City had 783,743 square feet of commercial building space. If the City is fully built out under the 1994 General Plan, the commercial square footage would be 1,394,904, an increase of 78%.

Focus of the General Plan Update

This 1994 update of the General Plan/ Local Coastal Plan replaces a plan that was adopted by the City in 1981, more than a decade ago. The new Plan comes at a critical period for Imperial Beach. Economic and fiscal concerns are high on the minds of Imperial Beach residents and are a major concern for every city and county in California. Proposition P, the citizen initiative that reduced building densities and building heights, expires on December 12, 1994. The Seacoast Specific Plan, originally adopted in 1984, has proven to be unworkable and has had the effect of greatly limiting development in the Seacoast area. The juxtaposition of dense four story apartment projects adjacent to one-story single family housing has created considerable community turmoil.

These issues are all addressed in the new Plan. The theme of the new Plan is set by Goal 11 in the Land Use Element that reads:

GOAL 11 SMALL BEACH ORIENTED TOWN

The overriding goal for Imperial Beach shall be the retention of the quality of life and atmosphere of a small beach-oriented town.

- **A town that is not overcrowded or exclusive like many California beach communities.**
- **A town with a human scale and a relaxed pace of life.**

A few key features of the Plan include:

Circulation

- ✓ Street, parking and property access standards that emphasize a friendly, pedestrian scaled, small town circulation system.
- ✓ A realistic bikeway plan that can be implemented.
- ✓ A proposed new access to Ream Field from the 1-905 Freeway which will be essential for possible future non-military use of Ream Field.
- ✓ A proposed Class I Bikeway parallel to Highway 75 north of Rainbow Drive.

Conservation and Open Space

- ✓ A plan that recognizes the importance of conservation and open space in setting the image and quality of Imperial Beach.

Design

- ✓ A streamlined Design Element designed to provide a more workable document.

Facilities and Services

- ✓ Policies that call for facilities to be in place at time of need and the up-grading of various facilities.

Housing Element

- ✓ A continuation of the City adopted Housing Element which has been found to be in compliance with State Housing Element law.

Land Use Element

- ✓ Reducing the maximum height of apartment and condominium projects from four stories to three stories.
- ✓ Reducing the highest density apartment/condominium areas from a maximum density of one unit per 1,000 square feet of lot area to one unit per 1,500 square feet of lot area.
- ✓ Reducing the ultimate build out of the City from a population of 43,500 to a population of 30,750.
- ✓ Increasing the land area for commercial development along Highway 75 to allow an additional 155,000 square feet of commercial building area.
- ✓ Increasing the percent of single family attached and detached units in the City from a presently planned build out of 24 percent, to a newly planned build out of 42 percent of the residential units.
- ✓ Establishing mixed use zones in the Highway 75 and Seacoast areas.
- ✓ Allowing residential units on upper floors in all commercial districts.
- ✓ Replacing the Seacoast Specific Plan in favor of more traditional zoning.

Noise Element

- ✓ Noise standards to preserve a livable community.

Park, Recreation and Access Element

- ✓ Retention of the- beach, bay and estuary as key City park and recreation areas.
- ✓ Creation of a new Bayfront Park.
- ✓ Potential park expansion at a number of locations.

Safety Element

- ✓ Recognition that protection of life and property from hazards posed by flooding, earthquakes, and fires, is a key community goal.

Imperial Beach faces many problems relating to growth and development that must be solved on a regional, and in some cases, international basis. The challenge to find solutions to these problems, however, does not and should not preclude planning for the kind of future the City wishes to achieve.

The General Plan has a twenty-year horizon. Undoubtedly, as with all plans, changes and amendments will be needed along the way. Nevertheless, the plan as now updated presents a vision of the future for Imperial Beach that is ambitious, and yet, with dedicated civic leadership and community support, both practical and attainable.

CIRCULATION ELEMENT

Let's not forget that so often when we talk about the city's problems - say, traffic congestion - we overlook the fact that they are also evidence of the city's vitality. Cities' work, despite all the prophecies of chaos and doom.

Christian Science Monitor

BACKGROUND

The Circulation Element is one of the mandatory General Plan elements required by State Planning Law. Additionally, policies on access and transportation are required by the California Coastal Act. In order to project long-term traffic conditions, a detailed traffic study was conducted and is included in a technical appendix to the General Plan.

REGIONAL HIGHWAY ACCESS

Regional highway access to the City of Imperial Beach is shown on Figure C-1 and is provided from the following facilities:

Interstate 5 (I-5) located one mile east of the City is an eight-lane freeway. It extends southward to the United States-Mexico International Border and north through Chula Vista to downtown San Diego and beyond. There are two full diamond interchanges on I-5 serving the City, located at SR-75/ Palm Avenue and Imperial Beach Boulevard/Coronado Avenue. Year 1991 traffic volumes on I-5 ranged from 146,000 average daily traffic (ADT) just north of SR-75/Palm Avenue, 100,000 ADT between SR-75/Palm Avenue and Imperial Beach Boulevard/Coronado Avenue, and 90,000 ADT south of Imperial Beach Boulevard/Coronado Avenue.

Interstate 805 (I-805): I-805 is an eight-lane freeway located approximately four miles east of the City of Imperial Beach running north/south parallel to Interstate 5. I-805 originates at the US - Mexico International Border and extends to the north and merges with Interstate 5 in the central portion of San Diego County. The average daily traffic (ADT) volume on this facility in the South Bay ranges from 40,000 ADT to 100,000 ADT between the International Border and Palm Avenue.

These two north/south freeway facilities carry a significant amount of through traffic and are the major routes for commuters going north to San Diego and the Los Angeles area and south to Mexico.

State Route 905 (SR-905): SR 905 (previously identified as SR- 117 is a major east/west facility located two miles north of the US - Mexico International Border. SR-

905 is currently a four-lane freeway between I-5 and I-805 transitioning to an at-grade arterial facility further east through the Otay Mesa industrial area in the City of San Diego and ultimately connecting to the Otay Mesa Border Station. SR-905 originates in the City of San Diego approximately two miles east of the City of Imperial Beach. Currently the I-5/SR-905 interchange is a full access clover leaf interchange providing service to the Otay Mesa-Nester Community Plan area in the City of San Diego. The average daily traffic volume (ADT) on SR-905 is approximately 35,000 between the I-5 and I-805 interchanges and 35,000 east of I-805.

Caltrans is planning to construct SR-905 as a six-lane freeway with an ultimate right-of-way reserved for a ten-lane freeway between I-805 and the Otay Mesa Border crossing. This SR-905 freeway improvement project will provide high-level regional service to the international border crossing which is intended to be the major truck crossing between Tijuana, Mexico and the San Diego region. The year 2010 traffic volumes forecast of 50,000 to 80,000 ADT are directly related to growth at Otay Mesa and the border crossing activity. Caltrans does not have any current plans of extending SR-905 to the west from its current termination point at Hollister Street in the City of San Diego. However, with the possibility that Ream Field may be converted to non-military uses, it would be appropriate to examine the possibility of extending an arterial facility along the SR-905 alignment to the west of its present termination point to serve the City of San Diego, the Ream Field area and the City of Imperial Beach.

SR-75/Palm Avenue functions as a six-lane prime arterial in the vicinity of Imperial Beach. It extends westward from I-805 and crosses I-5 through the Otay Mesa community of the City of San Diego into Imperial Beach, where Palm Avenue is joined with SR-75, and northward to the City of Coronado as the Silver Strand Boulevard/ SR-75 Scenic Highway. At Seventh Street in the City of Imperial Beach, Palm Avenue splits from SR-75 and continues westward to Third Street as a four lane Class I collector, and beyond Third Street as a three lane Class II collector. 1991 Traffic volumes on the SR-75/Palm Avenue facility range from 50,000 in the area of Thirteenth Street, to 30,300 west of Seventh Street.

Imperial Beach Boulevard extends easterly from Seacoast Drive to the eastern City limits where it turns into Coronado Avenue in the City of San Diego. Coronado Avenue has a full interchange with the I-5 freeway. Imperial Beach Boulevard functions as a four lane Class I collector facility between the eastern City limits and Connecticut Street and as a three lane Class II collector facility west of Connecticut Street. 1993 traffic volumes vary from 16,000 on the east end to 10,300 ADT on the west. Within the City boundaries, there are two signalized intersections on Imperial Beach Boulevard, located at Ninth Street and Thirteenth Street.

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 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 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.

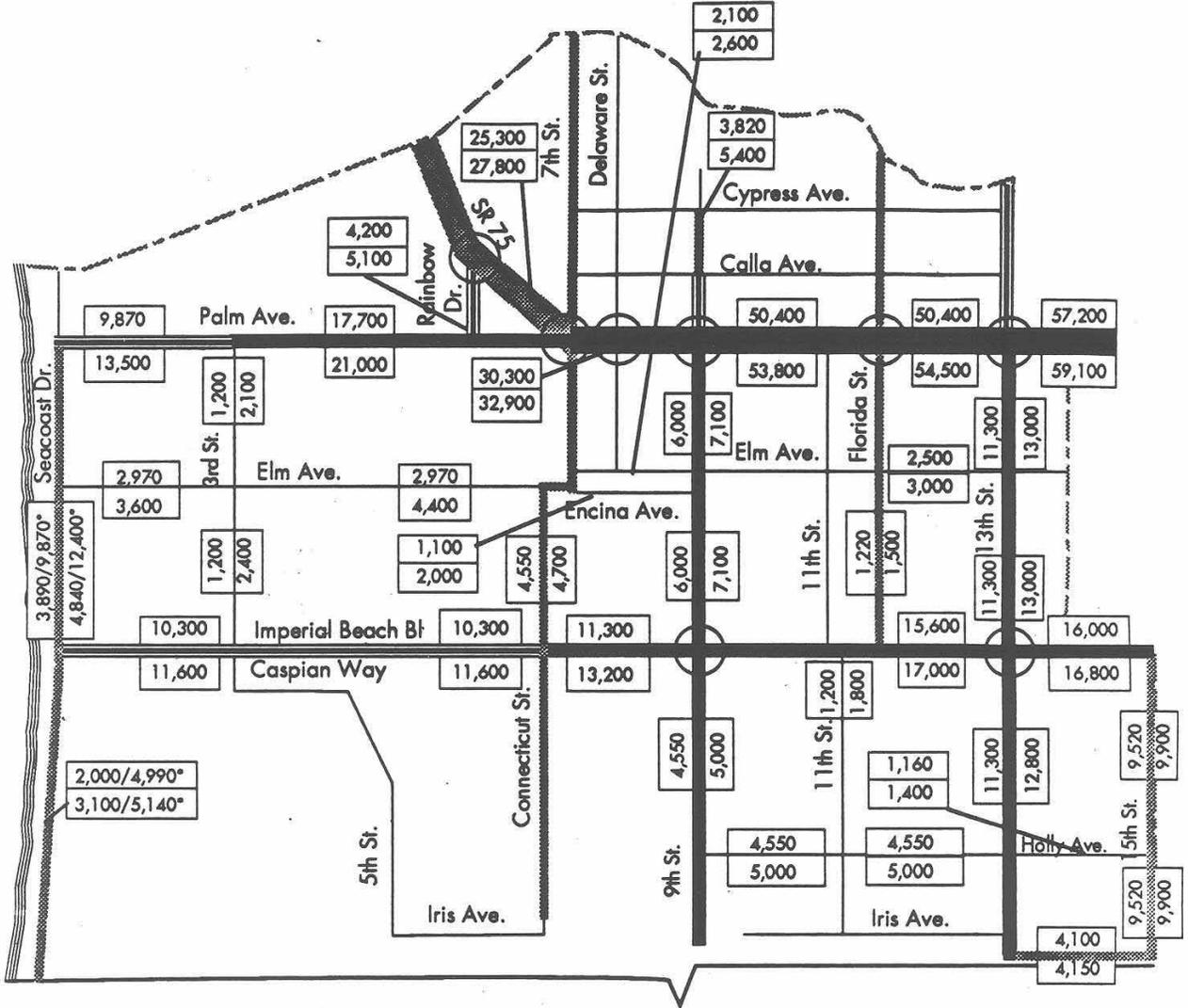
Seacoast Drive provides north-south circulation at the western boundary of the City and access to the beach front and functions as a two lane Class III collector. Caltrans daily traffic counts taken in the summer of 1992 indicate that Seacoast Drive experiences traffic volumes ranging between 9,870 ADT 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.

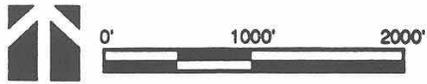
Iris Avenue between 13th Street and 15th Street serves as a two lane, Class III collector and connecting to a four lane collector in the City of San Diego. 1993 traffic volumes were 4, 100 ADT.



LEGEND

- 6 LANE PRIME ARTERIAL
- 4 LANE MAJOR STREET
- 4 LANE COLLECTOR (CLASS I)
- 3 LANE COLLECTOR (CLASS II)
- 2 LANE COLLECTOR (CLASS III)
- RESIDENTIAL STREET
- SIGNALIZED INTERSECTION

1993 BUILD OUT	AVERAGE DAILY TRAFFIC VOLUME *SUMMER ONLY
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STREET SYSTEM & TRAFFIC VOLUMES

IMPERIAL BEACH • *General Plan* | **FIGURE C-2**

INTERSECTION LEVELS OF SERVICE

Because traffic flow on urban arterials is most severely restricted at intersections, a comprehensive analysis of Imperial Beach's traffic flow must examine the operating conditions of critical intersections during peak flow periods. In rating an intersection's ability to accommodate peak hour traffic volumes "Levels of Service" (LOS) A through F are used, with A indicating little or no congestion and F indicating severe congestion.

Level of Service for a signalized intersection is defined in terms of delay seconds per vehicle and average number of stops experienced by vehicles. Delay is a measure of operating conditions a driver experiences in the field such as; quality of progression, cycle length, green time ratio, volume to capacity ratio for the lane group or approach in question, friction, frustration, fuel consumption, and total lost time in travel. These service levels are defined in Table C-1.

Table C-1
Intersection Level of Service Definitions

A. Traffic flow conditions with very low delays, i.e., less than 5.0 seconds per vehicle. This occurs when the intersection experiences the following; short cycle lengths, extremely favorable progression, and most vehicles clear the intersection without stopping during the signal cycle.

B. Traffic flow conditions with very little delay in the range of 5.1 to 15.0 seconds per vehicle. This delay can be noticed when the intersection signal is operating under good progression and/or short cycle length. In this case more vehicles stop than under LOS A, causing slightly higher levels of delay.

C. Traffic flow conditions with delay in the range of 15.1 to 25.0 seconds per vehicle. These higher delays are the result of fair progression and/or longer cycle lengths. Under these conditions vehicle stopping is significantly higher than LOS A and B, however, many vehicles still pass through the intersection without stopping.

D. Traffic flow conditions with delay in the range of 25.1 to 40.0 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable with many vehicles stopping and low proportion of vehicles not stopping. Longer delays may be due to a combination of the following; unfavorable progression, long cycle lengths, or high volume to capacity ratios.

E. Traffic flow conditions with delays in the range of 40.1 to 60.0 seconds per vehicle. This occurs when the intersection experiences the following; longer cycle lengths, poor progression, and high volume to capacity ratios.

F. Traffic flow conditions with a high level of delay in excess of 60.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This occurs when the intersection experiences the following; over saturation, i.e., when arrival flow rate approaching the intersection exceeds the capacity of the intersection to service traffic and also due to long cycle lengths, extremely unfavorable progression, and most vehicles stopping during the signal cycle.

Table C-2 lists the 1993 level of service and build-out level of service for key intersections in the City of Imperial Beach. The build-out level of service is based on existing street geometries except as revised through improvements listed in Table C-4. In 1993 all intersections operated at level of service C or better.

Table C-2 Intersection Level of Service					
No.	Intersection	1993 Peak Hour		Build-Out Peak Hour	
		AM	PM	AM	PM
1	SR 75/Palm Avenue at Thirteenth Street	B	C	C	D
2	SR 75/Palm Avenue at Florida Street	B	C	C	E (D**)
3	SR 75/Palm Avenue at Ninth Street	C	C	C	D
4	SR 75 at Seventh Street	B	B	D	B
5	SR 75 at Rainbow Drive	C	C	D	C
6	Palm Ave. at Seventh St.	C	B	F (B**)	B
7	Imperial Beach Boulevard at Thirteenth Street	C	C	C	D
8	Imperial Beach Boulevard at Ninth Street	B	B	B	B
9	Imperial Beach Boulevard at Fifteenth Street*	E	E	B	A
10	Iris Avenue at Thirteenth Street*	A	B	A	B
*Unsignalized Intersection					
**With Mitigation					

TRUCK ROUTES

The purpose of designating truck routes in the Circulation Element is to assure that the geometric cross section and structural section of the designated roads are adequate to service heavy and large vehicles. In addition, truck traffic impacts adjacent land use, especially when truck routes are adjacent to residential areas. While trucks may utilize any public street for delivery of goods or services, the designation of truck routes (and prohibition of trucks from certain streets) is desirable to limit their unwanted intrusion into certain areas.

In Imperial Beach the designated truck routes are:

- 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.

TRANSIT SERVICE

The San Diego Trolley San Ysidro South Line is located approximately 1.25 miles from the eastern City limits and runs just east of I-5 in the City of San Diego as shown on Figure C-1. This trolley line connects downtown San Diego to the United States-Mexico International border as well as to east San Diego County. Two trolley stations, located

at Palm Avenue and Iris Avenue, serve the Imperial Beach area.

As shown on Figure C-3, the City of Imperial Beach is served by three bus routes providing local and regional connections. Service is provided by the Metropolitan Transit Development Board (MTDB) Contract Services. Regional bus route 901 serves downtown San Diego, the City of Coronado, and the City of Imperial Beach, with stops at the Imperial & 12th Trolley Transfer Station, Naval Air Station (NAS) North Island, Silver Strand Beach, and the Iris Avenue Trolley Station. Additional service is provided by Routes 902 and 903, with connections from downtown San Diego to the City of Coronado and NAS North Island, respectively. During Fiscal Year (FY) 1992-93, bus routes 901/902/903 operated approximately 620,000 revenue miles, carried approximately 1.2 million passengers and received \$890,000 in fare revenue, achieving a fare box recovery rate of 54.0 percent. The average trip length for these routes was 6.02 miles.

Local bus service is provided by routes 933/934, which run counter-clockwise/clockwise respectively through the City with stops on Palm Avenue, Seacoast Drive, Imperial Beach Boulevard, Coronado Avenue, the Iris Avenue Trolley Station and the Palm Avenue Trolley Station. During FY92-93, these routes operated approximately 370,000 revenue miles, with 1,000,000 total passengers, \$1,610,000 in fare revenue, achieving a fare box recovery rate of 73.1 percent. The average trip length was 2.7 miles.

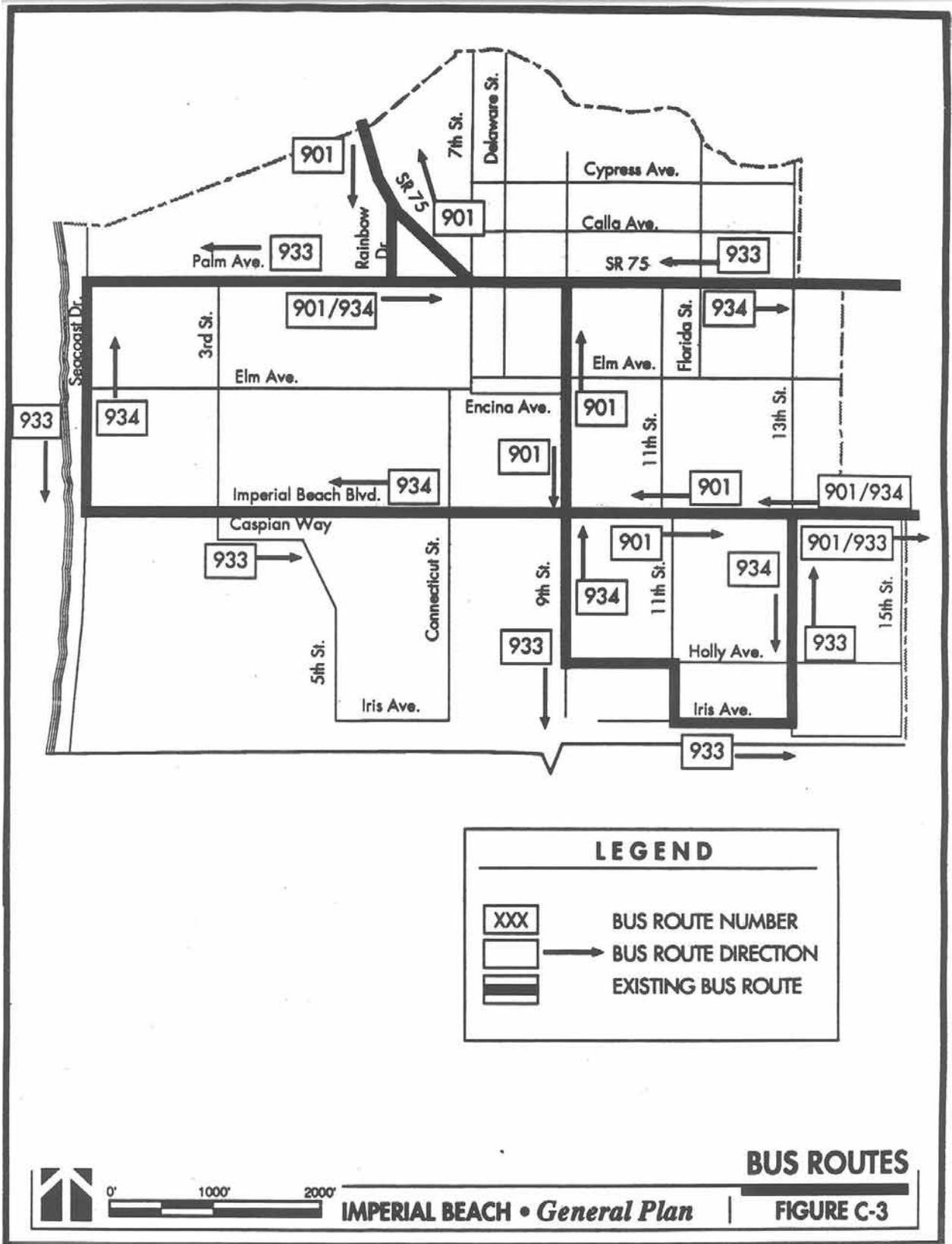
Bus service in Imperial Beach experiences relatively high ridership levels due to the ease of access and connectivity provided by the grid street pattern.

BIKEWAYS

Bikeways are generally defined by the following three classifications:

Bike Path (Class I): Provides completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized.

Bike Lane (Class II): Provides restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles. Through travel by motor vehicles or pedestrians is prohibited, but vehicle parking and cross flows by pedestrians and motorists is permitted. Bike lanes generally consist of a segment of a roadway next to the curb, designated by a solid white line and curb side signs.



Bike Route (Class III): Provides right-of-way designated by signs or permanent markings, which is shared with pedestrians or motorists. Bike routes are designated by curbside signs but no other street markings.

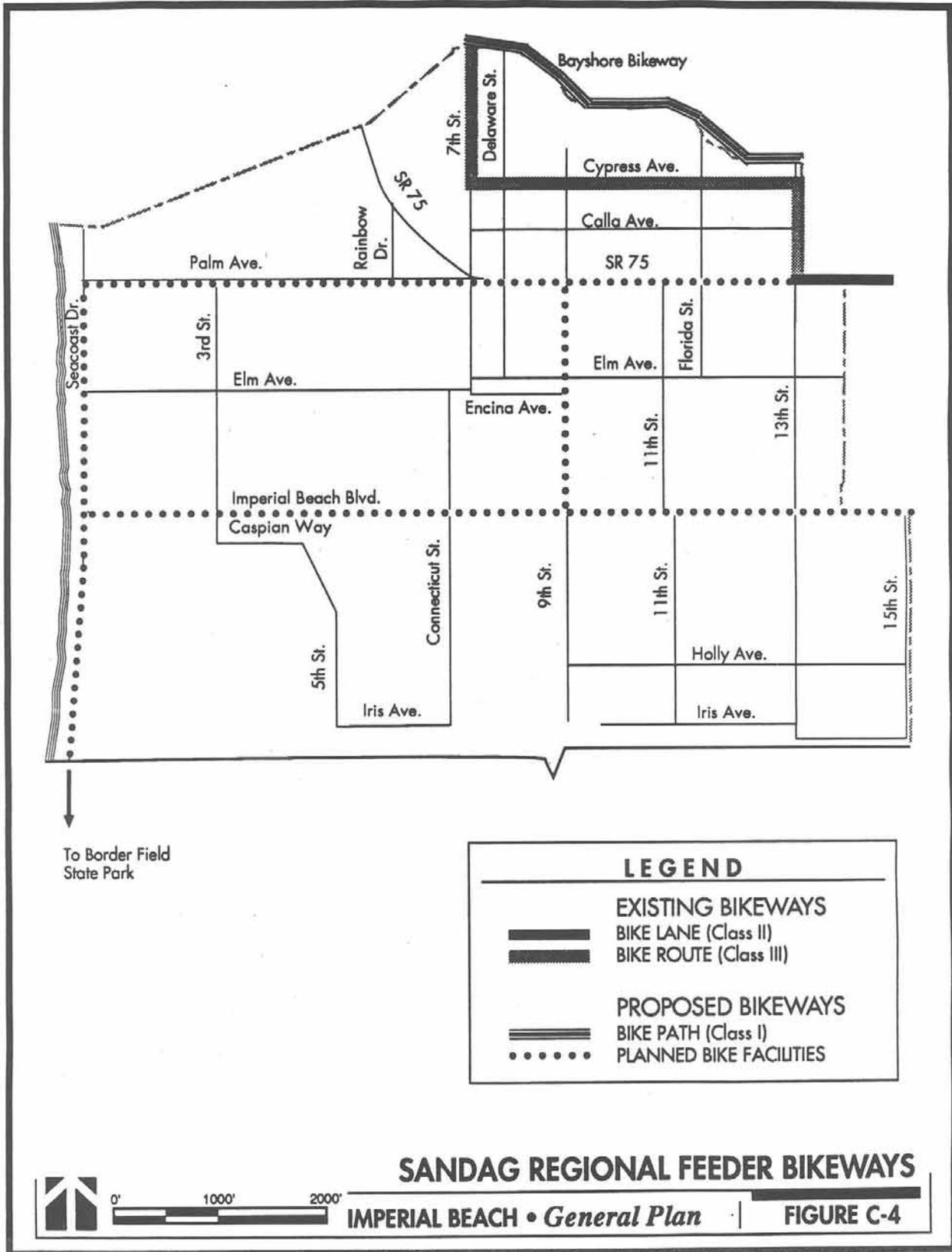
Imperial Beach is part of a proposed 23 mile regional Class I bicycle facility called the Bayshore Bikeway as shown on Figure C-1 and C-4. This route is planned to extend from downtown San Diego at Seaport Village, past the San Diego Convention Center, south through National City and the City of Chula Vista, west through northern Otay Mesa and Imperial Beach and north along the SR-75/ Silver Strand Scenic Highway to the City of Coronado. Bicyclists can return to the Seaport Village area by ferry service provided between Coronado and San Diego. Two portions of the project not yet completed, the Sweetwater River section and the southern section, are scheduled for construction in the year 1995. In the City of Imperial Beach, the southern section of the Bayshore Bikeway is planned as a Class I Bike Path in the area of the MTDB right-of-way at the northern City limits.

Within Imperial Beach, several routes are designated as existing bicycle facilities as shown on Figure C-4. Between the eastern City Limits and Thirteenth Street, a Class II Bike Lane is constructed on SR-75/ Palm Avenue. At Thirteenth Street, a Class III Bike Route is provided from Palm Avenue north to Cypress Avenue, then continues west on Cypress Avenue to Seventh Street. At Seventh Street, bicyclists are directed northward to the Silver Strand portion of the Bayshore Bikeway, a Class I Bike Path, which continues northward through the Silver Strand Beach area and the City of Coronado, on MTDB right-of-way. Other bicycle routes were adopted as part of the 1981 General Plan, but to date have not been implemented. These routes were Palm Avenue, Imperial Beach Boulevard, Seacoast Drive and Ninth Street.

SANDAG's Regional Bikeway System also shows several other Regional Feeder Bikeways in Imperial Beach as shown on Figure C-4. These include:

- ✓ Seacoast Drive, from Palm Avenue south along the beaches all the way to the Mexican Border.
- ✓ Imperial Beach Boulevard.
- ✓ Ninth Street.

The Seacoast Drive to the Mexican Border route is not considered feasible due to the problem of crossing the estuary and environmental impact on the beach and/or estuary. The Ninth Street route is also questionable due to the narrow right-of-way of Ninth Street.



SANDAG REGIONAL FEEDER BIKEWAYS

IMPERIAL BEACH • *General Plan*

FIGURE C-4

GOALS

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. Service Levels for Streets and Signalized Intersections**
Arterials and local streets should be designed to operate at service level "C" or better during average daily traffic volume (ADT) conditions. Signalized intersections under peak hour conditions should operate at service level "D" or better. A lower standard is acceptable for special events and seasonal beach related traffic.
- d. Visitor Parking and Traffic**
Some street parking and traffic for regional daily visitors is accepted within the known constraint that the demand for beach parking may often exceed the supply when the weather and beach conditions are attractive. However, within this context, the volume and regularity of parking and traffic intrusions into residential areas should be minimized where practical.
- e. Quality and Aesthetics**
Since people move through and about Imperial Beach on the circulation system, their impression of the community is based on the scenic and aesthetic qualities of the system, as well as its functional characteristics. The environment of each neighborhood is also heavily dependent on the quality of the street scene. The City shall emphasize the aesthetic qualities of all streets.

POLICIES

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.

C-2 Street Design and Access

Street design and access shall include the following principles:

- a. Driveways for corner properties on arterials or collectors shall be located as far away from the intersection as possible. Joint access driveways shared by abutting uses shall be encouraged.
- b. Driveway widths shall be kept narrow in order to retain a pedestrian street scale. Minimum and maximum curb cut widths shall be as set forth in Table C-3. When redevelopment or rehabilitation occurs, existing driveways shall be modified or eliminated to conform to these standards.

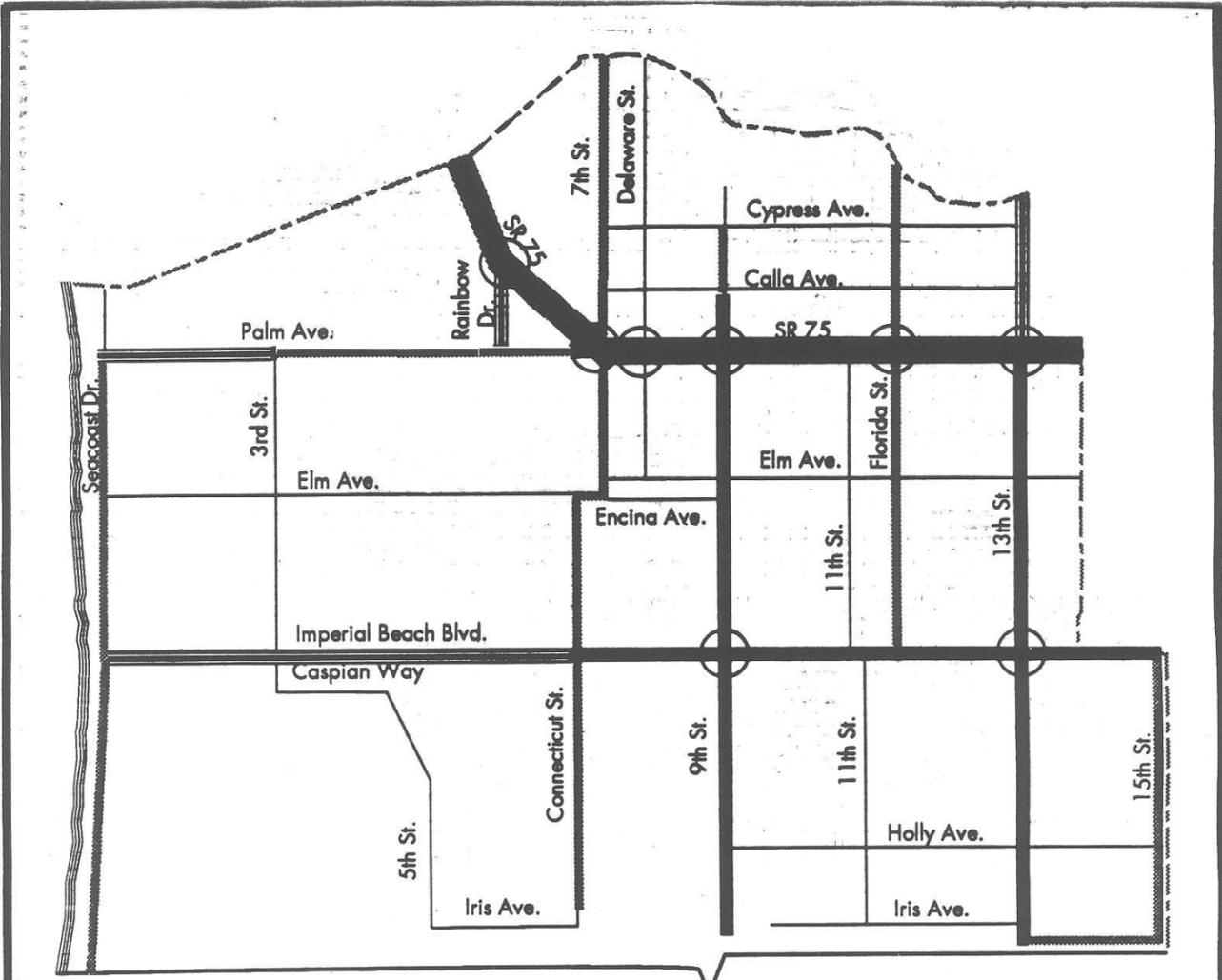
Table C-3 Minimum & Maximum Two-Way Traffic Curb Cuts Widths		
Number of Parking Spaces Accessed By Driveway	Minimum Width	Maximum Width
2-8	12'-0"	16'-0"
9-14	16'-0"	18'-0"
15+	18'-0"	24'-0"*

*May be increased to 30' for large commercial shopping complexes.

- c. Where residential properties abut both an alley and a street designed as a collector, major or prime arterial, no new street curb cuts or parking layouts requiring backing into the street shall be allowed. Where residential properties abut both a collector, major or prime arterial and a local street, access shall be taken only from the local street.

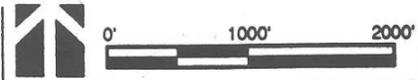
Other residential properties abutting both an alley and residential street should primarily take access from the alley with the exception that one 16 foot wide curb cut allowing no more than two vehicles to back into the street may be allowed.

- d. Clear and ample signage shall be provided for key facilities such as the beach, pier, Tijuana River Valley and Wildlife Refuge; Border Field State Park, the City Hall complex and city parks.



LEGEND

	6 LANE PRIME ARTERIAL
	4 LANE MAJOR STREET
	4 LANE COLLECTOR (CLASS I)
	3 LANE COLLECTOR (CLASS II)
	2 LANE COLLECTOR (CLASS III)
	RESIDENTIAL STREET
	SIGNALIZED INTERSECTION



STREET CLASSIFICATIONS

IMPERIAL BEACH • General Plan

FIGURE C-5

C-3 Ream Field Access

The City of San Diego shall be encouraged to amend the City's Otay Mesa-Nestor Community Plan and City of San Diego Circulation Element in order to establish a future right-of-way for a prime arterial between the I-905 freeway interchange and Ream Field. This right-of-way should traverse Tocayo Avenue and include the establishment of a right-of-way to the east of Tocayo Avenue. Tocayo Avenue should be re-designated from a "Major Street" to a "Prime Arterial".

C-4 Imperial Beach Boulevard Identification

The City should work with the City of San Diego and Caltrans to rename Coronado Avenue as Imperial Beach Boulevard or as an alternative to recognize both names on the freeway interchange signs.



C-5 Street Improvements

The street improvements or comparable improvements listed in Table C-4 shall be completed in order to handle year 2015 traffic within the appropriate service level. These improvements are in addition to any other improvements listed in the other Circulation Element policies.

C-6 Traffic Signal Timing

In order to reduce congestion and help reduce air pollution from motor vehicles, the City should consider improving its traffic signal operations by: (a) replacing fixed-time signals with fully-actuated and/or interconnected signals; (b) optimizing signal timing, including adjustments at least every three years; and (c) interconnecting signalized intersections in accordance with the regional Traffic Flow Improvement strategy.

Table C-4
Improvements Needed to Handle Year 2015 Traffic *

- Fifteenth Street
 - From two lanes to four lanes between Iris Avenue and Imperial Beach Boulevard
- SR 75/Palm Avenue/Florida Street Intersection
 - Add an exclusive right hand turn lane for west bound SR-75/Palm Avenue traffic turning north on Florida Street
 - Add an exclusive right hand turn lane for eastbound SR-75/Palm Avenue traffic turning south on Florida Street.
- Palm Avenue/Seventh Street Intersection
 - Add an additional through lane for both east and west bound traffic
 - Add an exclusive left turn lane for northbound traffic on 7th Street turning west on Palm Avenue and a shared thru/right turn lane
 - Create an exclusive left turn lane for southbound traffic on 7th Street turning east on Palm Avenue and a shared thru/right turn lane.

* These improvements are illustrative. Detailed studies to be conducted at time of need may modify these recommendations.

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.

b. Oversize Load Highway System

The designated route for oversized loads in Imperial Beach shall be Highway 75/Palm Avenue (from the northern City limits to 13th Street).

(See also Policy N-2 Commercial Vehicles, in the Noise Element.)

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 there will be no public detriment or expense.

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.

C-10 Light Rail

The City shall support the potential of light rail service to Imperial Beach to the extent that regional agencies can project sufficient ridership to assure economic feasibility.

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.

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-14 Management Programs

The City will cooperate with SANDAG to implement future Congestion Management Programs and Transportation Demand Management requirements included in the San Diego Regional Air Quality Strategy.

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.

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.

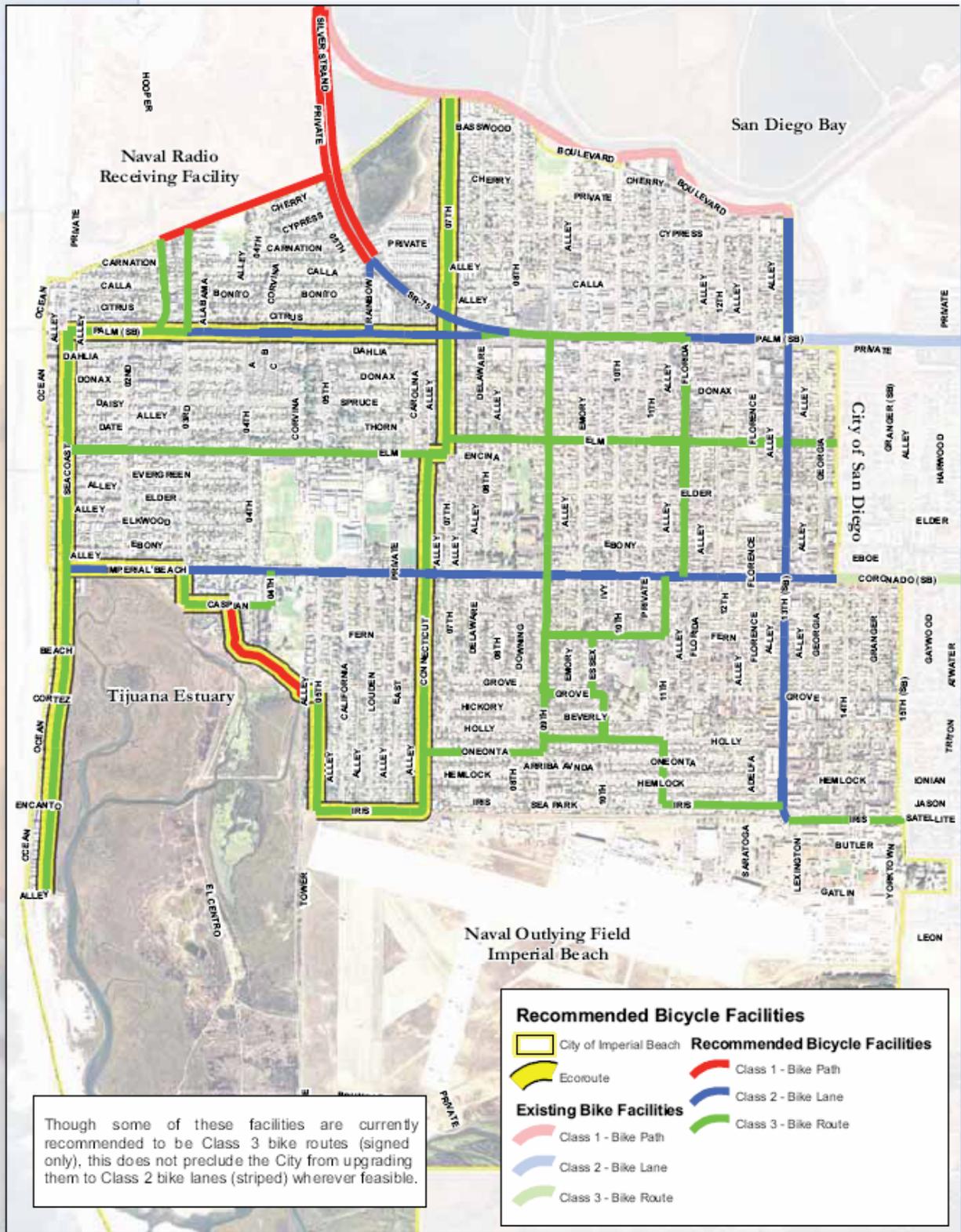
C-17 Bayshore Bikeway Extension

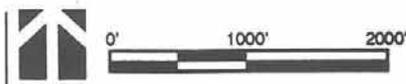
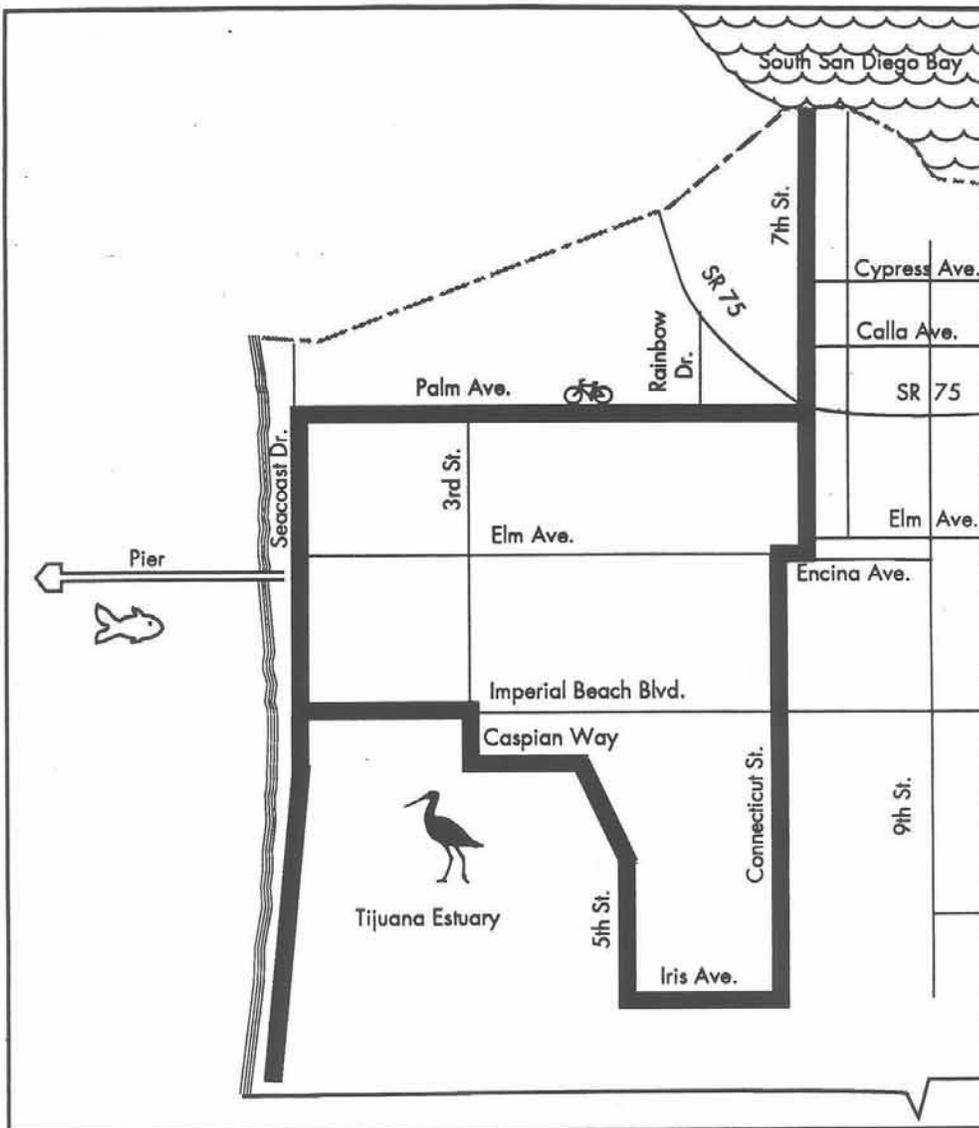
The City shall encourage the construction of an additional leg of the Bayshore Bikeway paralleling SR-75 for a distance of approximately 3,000 feet. This route would be located on the east side of State Highway 75, from Rainbow Drive north to a connection with the Bayshore Bikeway. Such a route would provide a desired connection to the City beach and pier plaza area.

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.

Figure C-6 Bikeways Plan





ECOROUTE BIKEWAY

IMPERIAL BEACH • *General Plan*

FIGURE C-7

C-19 Bicycle Facilities Encouraged

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.

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.

C-22 Parking

Parking for both residents and visitors shall be provided as part of new development. Implementation actions shall include:

a. Seacoast Drive

The use of in lieu parking fees, off-site parking facilities and shared parking shall be encouraged for properties located west of Seacoast Drive

and on Seacoast Drive. The intent of this policy is to encourage a more pedestrian atmosphere near the beach and develop properties near the ocean with commercial and recreational uses rather than parking lots.

b. **Commercial Areas**

In lieu parking fees, off-site parking facilities and shared parking may be used in commercial areas where they encourage shared group parking, a pedestrian atmosphere or improved commercial design.

The consolidation of off-street parking for several uses shall be encouraged in order to improve pedestrian flows and reduce the number of street ingress and egress points.

c. **Residential Areas**

In lieu parking fees and/or off-site parking may be used for multi-family dwellings where it improves residential design as related to providing ground floor, street facing residential dwellings.

d. **Recreational Vehicles and Heavy Duty Trucks**

Recreational vehicles and heavy-duty trucks should generally be restricted from on street parking along local streets.

e. **Shared Parking**

Shared parking shall only be approved when technical evidence is presented to justify the shared use. The Urban Land Institute 1983 Shared Parking Study shall be used as a guideline and supplemented by additional findings where appropriate.

f. **Off-Site Parking**

Off-site parking when allowed under Paragraphs a, b, or c above shall only be permitted if a sign is posted indicating the off-site user, and the off-site parking is within 500 feet of the use, is used exclusively for off-site use and is recorded by covenant.

g. **In-Lieu Parking**

In-lieu parking shall only be permitted when it can be demonstrated that the in-lieu fee is sufficient to provide off-site parking and the City has developed a program for such off-site parking. This program shall require an LCP amendment.

h. **Detailed Parking Standards Shall Be Included In the Zoning Ordinance**

The Standards shall use the following guidelines:

Residential - 1.5 to 2.0 spaces per dwelling unit.

Hotel/Motel - 1 space per guest room.

Commercial - varies from 1 space per 50 sq. ft. to 1 space per 300 sq. ft.

of building.

Bars and Restaurants - 1 space for each seventy-five square feet of net floor area, plus one per two employees at largest work shift.

i. **Interim Parking Standard in C-2 Area**

In order to stimulate development in the C-2 land use category, the City may use an interim-parking ratio for commercial properties of 1 space per 500 sq. ft. The interim ratio shall no longer be in effect after the City has approved parking for 100 parking spaces under this provision.

CONSERVATION AND OPEN SPACE ELEMENT

A city where one cannot walk of an evening into the open, wherein millions live and die without seeing the spring flowers and the June foliage and the autumn harvest, from year's end, is an incubus (nightmare) of civilization.

Frederic Harrison

The Meaning of History

INTRODUCTION

California Planning Law requires the General Plan to include both a Conservation Element and an Open Space Element. Because these elements are so interrelated, they have been combined for the Imperial Beach General Plan. In addition, it is intended that this Open Space and Conservation Element serve as the Water and Marine Resources and the Environmentally Sensitive Habitat Areas components of the Imperial Beach Local Coastal Plan.

Open space and conservation planning is a basic element of the Imperial Beach General Plan. From the standpoint of actual physical patterns and form, these Elements can be viewed as coordinating and guiding decisions related to the land and water areas which influence and shape the quality of the City. The Open Space and Conservation Element takes into consideration those open space areas necessary for the preservation and conservation of various natural resources, for outdoor recreation, for the enjoyment of scenic beauty and areas of historic/cultural value, and for the protection of public health and safety.

In preparing the Open Space and Conservation Element, an inventory of various open space and conservation components was completed. This inventory is included in the Appendix to the Plan.

BACKGROUND

Natural resource topics are discussed in alphabetical order in the following fourteen categories:

Air Quality

Air pollution falls beyond the limits of control of any one jurisdictional authority. While there are certain actions which can be taken locally, positive control of air pollution requires a coordinated program including Federal agencies, the State government, all general-purpose governments, and many of the special purpose districts in the air basin.

Beach and Coastline

Imperial Beach is unique in that it contains an estuary as well as approximately three and a half miles of coastline. The interrelationship between the Tijuana River and the ocean is very crucial. Interference with natural processes in the past has resulted in the alteration of that interrelationship which has caused severe beach erosion.

The Imperial Beach coastline is part of the Silver Strand Littoral Cell, which is a segment of coastline involved in the complete cycle of littoral transportation and sedimentation. Under natural conditions, a littoral cell is supplied with sand and sediment by rivers and streams that flow into the ocean within the limits of the cell. The sandy material is brought to the coast by wave action and is transported along the coast until it is ultimately intercepted by a submarine structure, such as a canyon or sink, and the sand is diverted offshore and lost to the near shore environment.

The Silver Strand Littoral Cell extends along twelve miles of coastline and has the Tijuana River as a sand resource, Silver Strand as a transport path, and the entrance to San Diego Bay with its strong ebb and tide currents as a temporary deposition area. It is estimated that the Tijuana River supplied 660,000 cubic yards of sand per year under natural conditions.

The damming of the Tijuana River upstream (Rodriguez Dam) has resulted in the littoral cell's loss as a sand resource. Thus, in the absence of a continuing sand supply, the northward littoral transport of sand along the Silver Strand has resulted in an erosion cycle that originates at Imperial Beach in the southern part of the cell and progresses northward (see the shoreline protection sections of the Safety Element for further discussion).

Climate

Imperial Beach enjoys an excellent, comfortable climate throughout most of the year with an annual precipitation average of 9 to 10 inches per year.

Drainage (See Facilities and Services Element)

Geology (See Safety Element)

Historical and Archaeological Resources

A review of archaeological and historical records for the Imperial Beach area indicates that there are presently no identified historical or archaeological sites of major importance. Several minor sites have, however, been identified; the largest of which

covers approximately ten acres along the Otay River channel along the northern City boundaries. Two smaller sites also have been recorded in the same general area along the farthest southern reach of the San Diego Bay. For the most part, these identified sites are composed of the remains of shellfish gathering activities, and associated discarded tools. No evidence of permanently inhabited villages have been found to date. All three sites in the northern part of the City are currently heavily impacted by existing urban uses. Another site has been located and excavated at the far southern end of Imperial Beach at Borderfield State Park. All these sites appear to be associated with the Early Milling La Jolla culture, which dominated the South Bay area between 7000 and 5000 years ago. Other sites have reportedly been encountered near the Oneonta Slough during construction activity, although it is not known whether steps were taken to preserve the reported sites or whether it was in fact a true archaeological site.

In terms of historical resources, there appears to have been a cavalry post on the present site of Westview Elementary School. There is also photographic evidence that at one time a "wave-action" device was constructed at or near the municipal pier. The purpose of this device was apparently to harness the energy from the waves falling to shore.

Open Space

Most of the open space in the City consists of public lands, which are described in the Parks, Recreation and Access Element. Other open spaces include:

The San Diego-Eastern Arizona Railroad Right-of-Way

This right-of-way located at the northern boundary of the City was originally dedicated in 1876 as an 80 to 120 foot wide, by .9 mile long strip of land. In 1912, the San Diego-Eastern Arizona Railroad obtained part of the right-of-way for a line to transport people from San Diego to the Hotel Del Coronado and back. This easement has a great potential of becoming a recreational corridor including bicycle and pedestrian routes.

Ream Field (U.S. Navy Outlying Landing Field)

This facility is used primarily to train helicopter pilots. The base may be phased out in the undetermined future. The entire 597-acre base cannot be classified as open space since the northern portion is improved with a number of structures in addition to the runways. The southeastern portion of the base has, however, been left in its natural state, and is part of the Wildlife Refuge.

Salt Evaporation Ponds

This open space located at the southern end of San Diego Bay, is owned by the Western Salt Company and is part of their salt manufacturing facilities.

San Diego Bay

Imperial Beach is bounded on the north by the South San Diego Bayfront. Almost all of the open land on the bayfront has been developed and there is little reminder of the

Coastal Sage/Maritime Sage vegetation, which once occupied the area. The Western Salt Company has developed portions of the salt marsh on both sides of the Otay River channel located on the City/Bay boundary. This facility consists of evaporation ponds used in salt production. A portion of the old San Diego and Arizona Eastern Railway owned by MTDB can be found along the northern edge of the bay area adjacent to the Otay River channel. There are few opportunities for full deepwater bay access from the Imperial Beach portion of the South San Diego Bayfront.

Soils (See Safety Element)

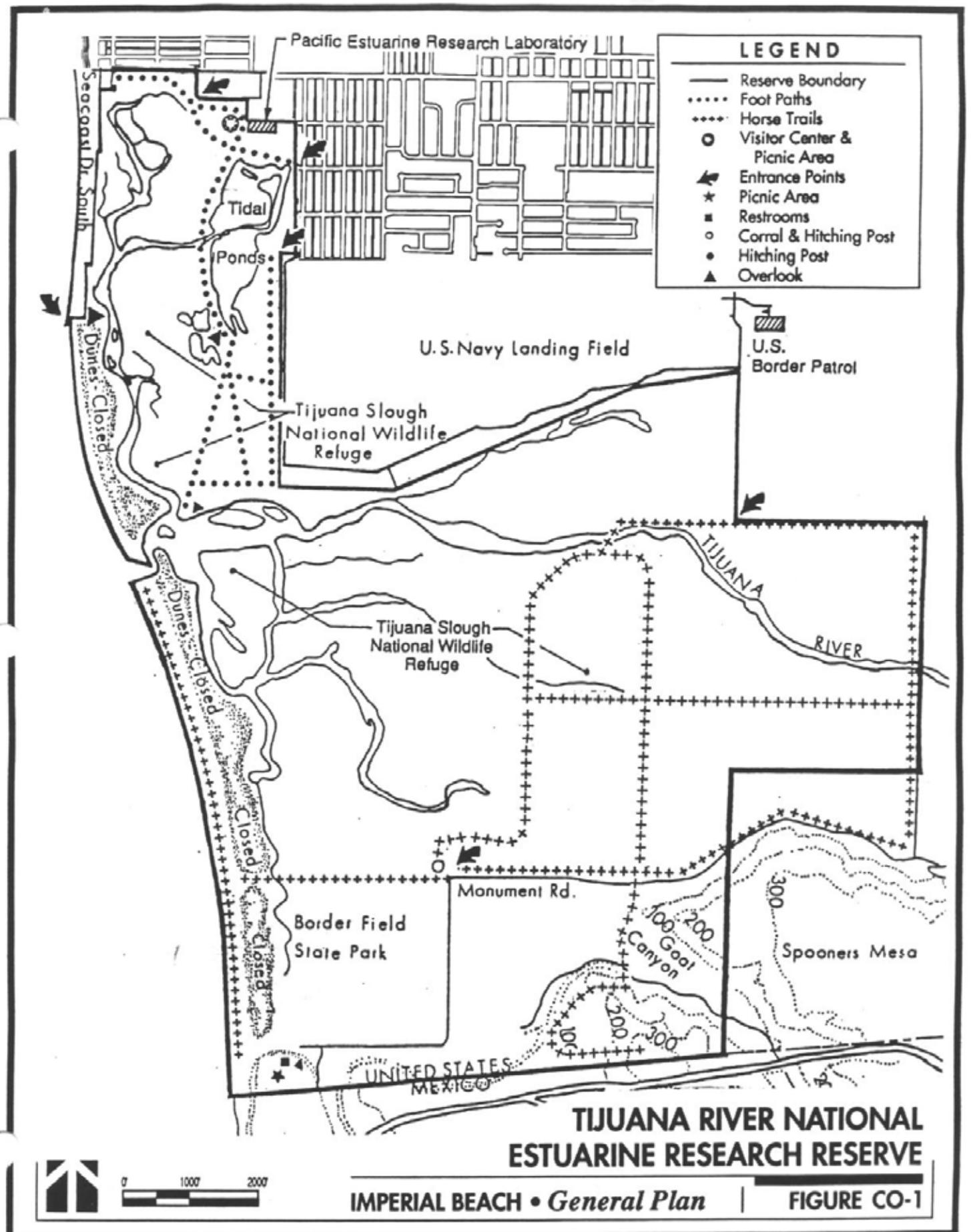
Tijuana River Estuary

The Tijuana River Natural Estuarine Research Reserve (TRNERR) as shown in Figure CO-1, is located in the Southwestern most corner of the United States. It represents about 2,531 acres in the lower sections of the Tijuana River watershed. Approximately 928 acres are located within the City limits of Imperial Beach. The remaining acreage is within the jurisdiction of the City of San Diego. The TRNERR Management Authority is vested with the responsibility for setting management policies for the whole Reserve. TRNERR includes the Tijuana Slough National Wildlife Refuge, which is managed by the U. S. Fish and Wildlife Service, and Border Field State Park, which is managed by the California Department of Parks and Recreation. In addition to the Wildlife Refuge and the State Park, the TRNERR boundary also contains land owned by the U.S. Navy, the City of San Diego, the County of San Diego and privately held parcels.

The TRNERR contains a highly variable system that may best be termed an "intermittent estuary." It is a coastal body of water that is influenced by both marine and river waters. During the winter-wet season, its waters are diluted by rainfall and stream flow, while during the rest of the year; it is an extension of the ocean. It supports a range of natural plant and animal communities that are especially adapted to withstand the variable salinities that occur when sea and fresh waters mix and provides habitat for a variety of rare and endangered species.

The Reserve has been ecologically influenced by its highly variable environment, which is very much a function of both its watershed and adjoining land uses. Land management practices on both sides of the border have greatly influenced the quantity and quality of water entering the estuary.

Eight major natural habitats exist within the TRNERR. They include transition from upland to wetland, riparian salt marsh, salt panne, brackish marsh, estuarine channels and tidal creeks, intertidal flats, and dunes and beach. The estuary has been substantially altered by catastrophic events and human disturbances. However, with the exception of the brackish marsh habitat, which appears to be directly dependent on urban runoff, most of the habitats present today represent variations on what existed at the turn of the century.



In February of 1986, a Management Plan was adopted for the estuary. Protection of the resources and the improvement of the overall health of the ecosystem were given highest priority. Compatible multiple use of the land, public education and management-oriented research programs were other important objectives. The California Department of Parks and Recreation was identified as the lead agency with responsibility for implementing on-site programs in collaboration with the U.S. Fish and Wildlife Service. The plan includes the following six program areas: resource protection, research, interpretation, land acquisition, facilities development and administration.

As part of this program, a Research Facility and Visitor Center for education and interpretation has been constructed. In addition, trails have been built and signs posted for the public. In the future, there are plans to construct low post and wire barriers along the trails to prevent accidental incursions into the more sensitive areas of the Estuary.

Topography

Imperial Beach is characterized by relatively flat topography compared to the rest of the San Diego region. There is, however, some vertical relief, with the highest ground level in the urbanized area laying at forty-five feet above sea level. Most of the area lies at less than thirty feet above sea level. The extreme southern end of the City has bluffs which rise to approximately fifty feet above sea level. Some natural dunes exist along the beaches and are most pronounced in the estuary area. Surface drainage is generally to the west, towards the ocean, and to the north, towards San Diego Bay.

Vegetation

Imperial Beach can be divided into two general areas: (1) the urbanized area, and (2) the undeveloped area.

Little natural vegetation is present in the urbanized area. The domestic vegetation consists of landscaping, mainly ornamental trees, some street trees, shrubbery and a variety of ground covers. Most of the landscaping can be found on private property. Landscaping on city streets, school grounds and playgrounds is conspicuously lacking which is most evident along major streets, in the commercial areas and in the beach area.

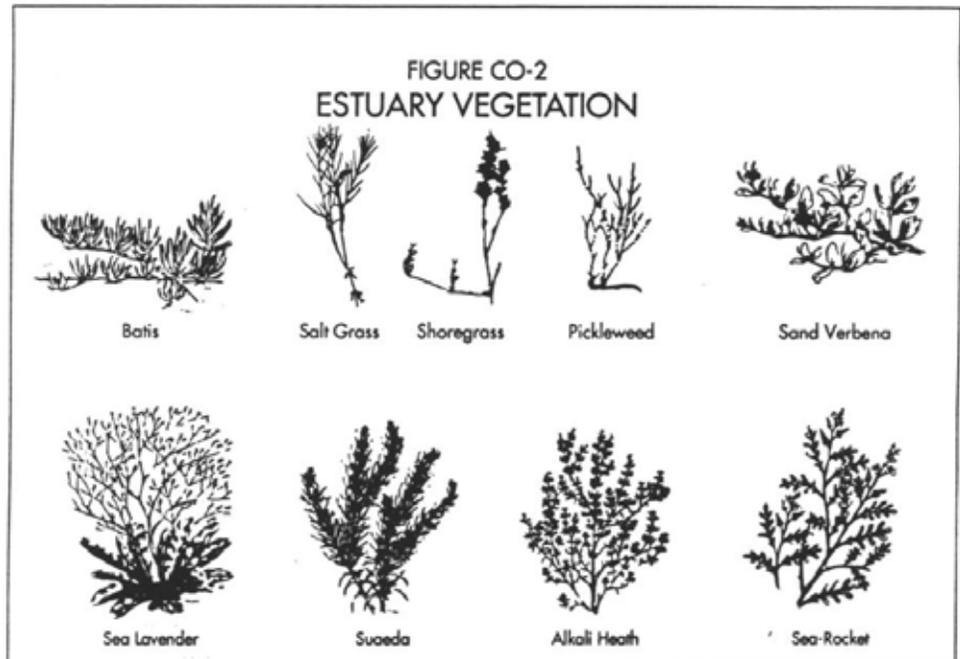
In that the Tijuana River Estuary occupies most of the City's undeveloped land and is still in its natural state, the native vegetation that exists is abundant, life supporting and in some cases very unique (see Estuary discussion and Figure CO-2).

Water Resources

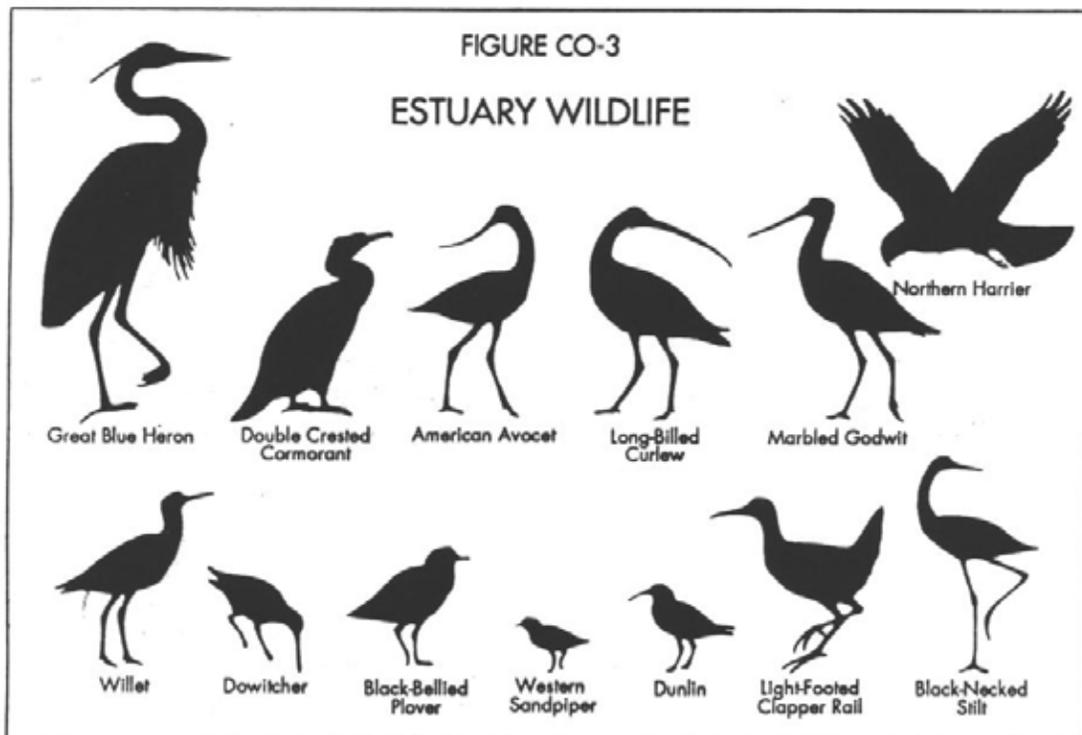
The City has experienced beach pollution problems as described under Wastewater Services in the Facilities and Services Element. Groundwater has been rated as inferior for both domestic and irrigation use due to a high content of dissolved solids and high sulfate levels. The water table in the City is relatively high (twenty five feet or less). Domestic water is provided by the California American Water Company (see the Facility and Services Element).

Wildlife

Imperial Beach can be divided into two open areas: (1) the urbanized area, and (2) the undeveloped areas. Because of the urbanized nature of the developed area of the City, existing significant wildlife habitats within such areas are nonexistent. The types of wildlife that do exist are those that have adapted to, or are compatible with, urbanization and do not have to compete with man for survival.



The undeveloped area primarily consists of the Tijuana River Estuary that includes significant Wildlife as illustrated in Figure CO-3.



GOALS

GOAL 2 NATURAL RESOURCES - KEY FOUNDATION OF THE CITY

The ocean, beach, bay, estuary, weather and related ecosystems set much of the image of Imperial Beach. Conservation and protection of these resources shall be a key focus of the General Plan. The unique physiographic characteristics of Imperial Beach are recognized as the foundation for all other aspects of the community. These characteristics enhance the quality of life of residents and visitors and shall not be wasted, destroyed, or neglected. They are generally nonrenewable and provide many of the scenic, historic, economic, recreation, open space and ecological values for the community.

GOAL 3 RESOURCES AND OPEN SPACE BELONG TO EVERYONE

Imperial Beach is an integral part of the larger California coastal community, linked by shared resources that are prized by the state, national and even international community. Congenial and cooperative use of these resources by both residents and visitors is recognized. Solutions for cooperative use shall always be based on retaining the area's resources.

POLICIES

CO-1 The Beach

Imperial Beach has few industries and must, therefore, rely on the attraction of tourists for economic development. The beach area is most critical and the City should:

1. Designate the beach as open space.
2. Retain public ownership of the beaches.
3. Insure continued public access to beaches and, where possible, provide additional access, as well as increased public parking opportunities in the beach area (see Parks, Recreation and Access Element).
4. Require landscaping of properties near the beach area to attain a pleasant visual image.
5. Assure continued replenishment of sand.

CO-2 Ocean Water Quality

The City should continue to work with the U.S. and Mexican governments and the City of San Diego in order to eliminate the beach pollution problems.

CO-3 Landscaping

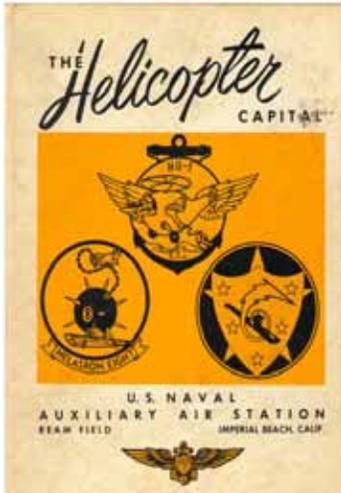
The City should develop and maintain an active civic landscaping plan. Such plan may include for example:

- a. Allocating funds in the annual budget for the landscaping of street medians and parkways, and funds for maintenance thereof.
- b. Developing priorities for landscaping projects to which annual budgets are keyed.
- c. Investigating outside sources of funding for landscape improvement projects and subsequent maintenance.
- d. Developing a list of plant materials (especially trees) most suitable to the City of Imperial Beach in terms of cost, form (preferably tall, broad form and densely foliated), hardiness, maintenance and aesthetic value.
- e. Preparation of a tree preservation ordinance.

CO-4 Ream Field

Ream Field should be designated as an "urban reserve" until such time as the Department of the Navy plans to dispense of the site. Future plans should include recognition of the open space and habitat resources of the site.





CO-5 Estuary

The City recognizes and supports the importance of the Tijuana River Natural Estuarine Research Reserve both for its ecological and open space values. In this regard, the City shall:

- a. Assist in the implementing of the Estuaries Resource protection program, which includes the following development restrictions:
"A buffer area will be established for each development adjacent to wetlands. The width of a buffer area will vary depending upon an analysis. The buffer area should be a minimum of 100 feet unless the applicant can demonstrate to the satisfaction of the State Department of Fish and Game and U.S. Fish and Wildlife that 100 feet is unnecessary to protect the resources of the habitat area. If the project involves substantial improvements or increased human impacts, such as a subdivision, a wider buffer area may be required. For a wetlands the buffer area should be measured from the landward edge of the wetland."
- b. Coordinate and control as appropriate the urban run-off into the Estuary.
- c. Encourage the acquisition of the 1.5 acre vacant triangular shaped property on the east side of South Seacoast Drive and adjacent to the National Wildlife Refuge as an expansion of the Refuge. This site could be an ideal location for viewing the Refuge.

CO-6 Air Quality

The City shall support actions to insure clean air including but not limited to:

- a. Support the control of various industrial and commercial endeavors within the City through regulations applying to stationary sources of air pollution. The City shall remain cognizant of State and local regulations applying to such sources and shall require the submission of all applications to the Air Pollution Control District for approval prior to the issuance of local building

or engineering permits.

- b. Support the control of various industrial and commercial endeavors within the City through the issuance of permits and land use permit procedures to the extent of scheduling the incorporation of new and improved air pollutant control devices.
- c. Support the efforts of the Air Pollution Control District to maintain the constant surveillance of all permit holders and installations within the City. The City should establish a formal complaint process for local residents and periodically advise of and encourage its use. Complaints will be recorded and forwarded to the Air Pollution Control Board for formal action. The process should handle both physical, odoriferous, and noise pollution cases. A system of follow-up procedures on any Board actions shall be established. Reports to the initiators on actions taken will be made, as well as reports to the total citizenry through news publications.
- d. Encourage the development and use of emission reduction equipment for private and commercial vehicles. The City shall encourage operators of vehicular fleets using City streets to use lower weight or horsepower or low emission vehicles whenever feasible. The City shall strive to set the example by purchasing such vehicles for its own use whenever feasible, or converting existing vehicles to meet such standards.
- e. Pursue the development of alternative means of transportation, which would reduce the use of the automobile within the City. The development or licensing of any future public transportation system should be limited to the use of the most advanced low or non-emission powered vehicles. Transportation by means other than motor vehicles shall be encouraged (see also Circulation Element).
- f. Encourage surrounding communities to join in a total campaign to maintain a high standard of air quality in the southern San Diego County area. Joint agreements with their governing bodies and the San Diego County Board of Supervisors should be developed. Programs and program results should be highly publicized in the local news media in order to gain the support and cooperation of all citizens living in the area.
- g. Continue to review all new developments to ensure that they meet acceptable air quality standards as set forth by the State and local Air Pollution Control District, preferably through the environmental assessment process.

CO-7 Urban Water Run-Off

The City shall develop a system of managing urban runoff and floodwaters to curtail pollution in the beach area, the Tijuana River Valley, and San Diego Bay.

CO-8 Wetlands

The diking, filling, or dredging of open coastal waters, wetlands, and estuaries, shall be permitted only where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to those uses specified in Section 30233 of the Coastal Act.

CO-9 Water Quality and Watershed Protection

The City shall support actions to ensure water quality and watershed protection including but not limited to:

- a. To the extent feasible, preserve, and where possible, create or restore areas that provide water quality benefits, such as riparian corridors and wetlands, and promote the design of new developments so that it protects the natural integrity of drainage systems and water bodies.
- b. Avoid conversion of areas particularly susceptible to erosion and sediment loss and/or establish development guidance that identifies these areas and protects them from erosion and sediment loss. These areas are characterized by steep slopes, highly erodible soils, and inability to revegetate after disturbance.
- c. To the extent feasible, minimize the amount of impervious surface and directly-connected impervious surfaces in areas of new development and redevelopment and maximize the on-site infiltration of runoff. Where this is not feasible, encourage runoff management practices that minimize the volume of urban runoff discharged to receiving waters.
- d. In watershed planning, pollution prevention should be the first priority, to be followed by source control (only when pollution prevention is not technologically feasible), and pollution control.
- e. Reduce pollutants associated with vehicles and increasing traffic resulting from development. Coordinate local traffic management reduction efforts with the San Diego County Congestion Management Plan.
- f. Implement the San Diego Association of Government's (SANDAG's) recommendations as found in the Water Quality Element of its Regional Growth Management Strategy.
- g. Post-development runoff from a site shall not contain pollutant loads which cause or contribute to an exceedance of receiving water quality objectives or which have not been reduced to the maximum extent practicable."

DESIGN ELEMENT

Communities should be planned with an eye to the effect made upon the human spirit of being surrounded by beauty instead of ugliness.

Thomas Jefferson

BACKGROUND

The Design Element is an optional General Plan topic under the State Planning Law. In addition to analyzing broad community wide design features, the Element also is important for protection of scenic and visual qualities of the City as required by the Coastal Act of 1976. Since State Planning Law does not require a Design Element, there are few imposed standards or guidelines and, thus, Imperial Beach has the utmost flexibility in adopting an element especially suited to its own needs.

The character of Imperial Beach's environment presents both special opportunities and special perils. The opportunity lies in the richness of the City's natural, coastal setting.

The peril lies in the fragile nature of Imperial Beach's environment and in the speed with which it can be destroyed. The community is located within the "square-shaped" confines of the San Diego Bay and Silver Strand; the Oneonta Slough and Tijuana River Estuary; and the Pacific Ocean, and one is always aware of the setting in a way that is not true of other areas. In such a restricted and exposed environment, it takes little in the way of inappropriate buildings, tangles of overhead wires or jumble of signs and lost views to create ugliness in the place of beauty.

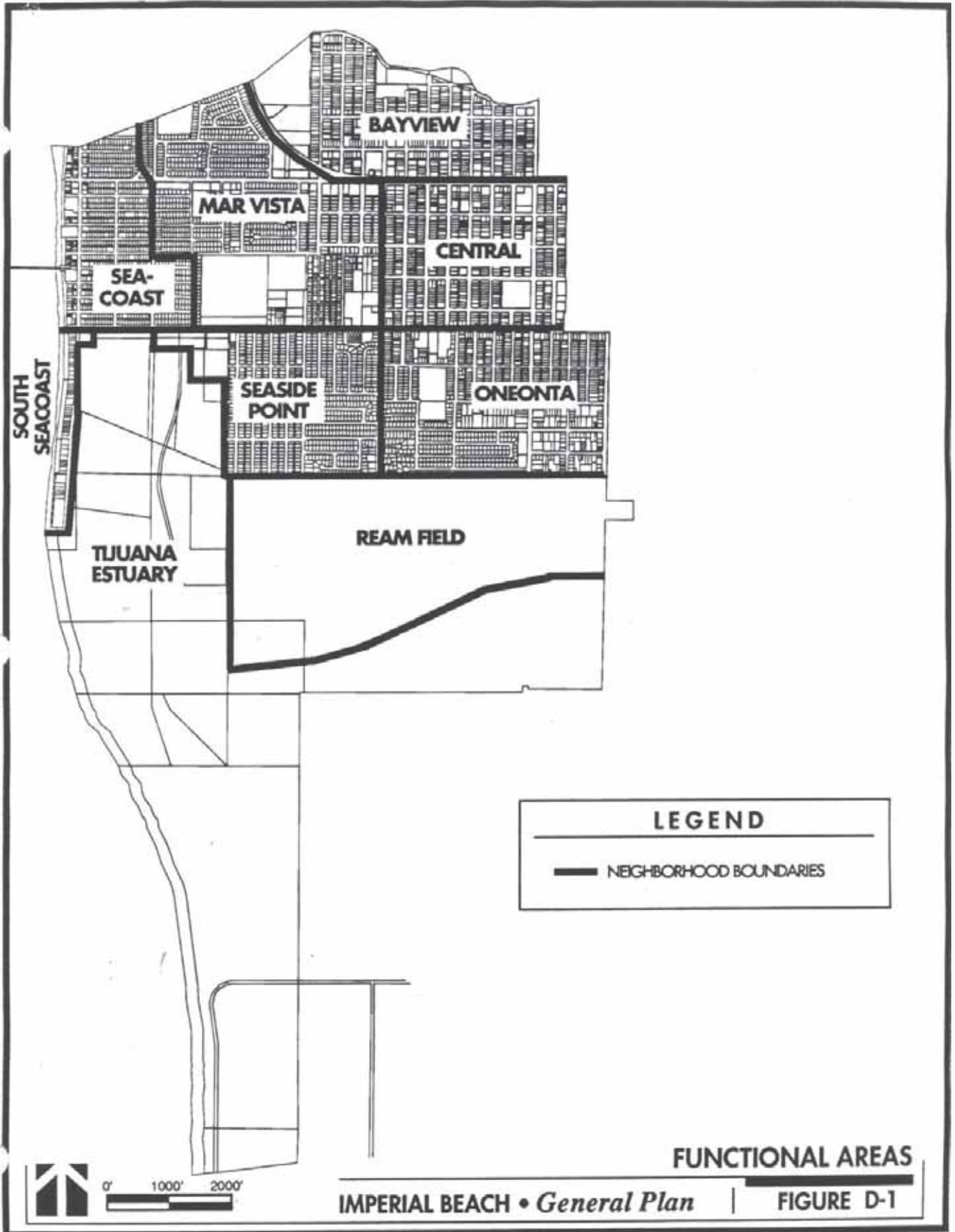
From an environmental standpoint, Imperial Beach has a number of unique qualities. These include a large number and variety of vistas and natural settings (i.e., from nearly all sections of the community there are panoramic views); a sense of terrain or location - that is an identifiable sense of enclosure created by the natural geography and a strong focal point in the Seacoast area, a strong pattern of development evidenced by the concentration of structures and circulation facilities and the existence of extensive open space.

The City pattern is a visual framework composed of the natural base upon which the city is developed. The pattern of Imperial Beach can be described in several ways. Some aspects of the City's pattern are two-dimensional as though it were a map; in other ways, the City's pattern is three-dimensional. The City pattern is not a rigid order, but rather a synthesis of diverse and even random features combining together to form a

sense of balance and compatibility.

In comparison with most urbanized areas in Southern California, Imperial Beach has a number of unique qualities. These include:

1. **A large variety of views and natural settings.**
Generally, wherever one is located in Imperial Beach, there is a vista within close proximity. This may be an open vista to the Pacific Ocean, a panorama of surf and ocean, views of tidal infill at sunset or the sweeping view of the Playa de Tijuana skyline and Tijuana bullfight ring contrasting with the natural openness of the Tijuana River Estuary.
2. **A sense of place.**
The natural elements of the terrain in Imperial Beach create an identifiable sense of enclosure, while a strong focal point is evident in the Pacific Ocean.
3. **A small-scale, man-made environment.**
Vertically, Imperial Beach primarily consists of one or two story buildings. Horizontally, with a few important exceptions, the neighborhoods and functional areas of the City are generally compact and well defined. These neighborhoods and functional areas are shown in Figure D-1 and include:
 - a. The Seacoast area, which comprises the municipal pier and the City beach north of Imperial Beach Boulevard;
 - b. The linear beach front residential developments south of Imperial Beach Boulevard along Seacoast Drive known as the Seaview District;
 - c. The Tijuana Estuary District which encompasses the Tijuana River National Estuarine Research Reserve. Slough National Wildlife Refuge and Border Field State Park;
 - d. The Ream Field Naval Outlying Landing Field located south of Iris;
 - e. The Bayview District located north of Highway 75; and
 - f. The less well defined residential neighborhoods of Mar Vista, Central, Seaside Point and Oneonta.



FUNCTIONAL AREAS
 IMPERIAL BEACH • *General Plan* | FIGURE D-1

4. Linear Movement.

While most Southern Californians spend a great deal of their time traveling long distances, the experience of linear movement within Imperial Beach is qualitatively different. In most Southern California communities, vehicular movement takes the traveler either through freeway environments at freeway speeds, or along cluttered arterial streets while alternating between moderate to high speeds and "stop-and-go" traffic. The movement usually takes place along routes that bear little relationship to surrounding natural or man-made environments. In Imperial Beach the major routes follow the same natural configurations that have determined other patterns of development, and generally it is possible to travel from one part of the community to another with relative ease.

5. Extensive Open Space.

The open space in Imperial Beach presents an extraordinary design opportunity not only because of its extent, but also because of its location and specific characteristics.

Visual and Scenic Resources specific to Imperial Beach include the following:

✓ **The Pacific Ocean**

The ocean is perhaps the most scenic resource in Imperial Beach. However, due to its almost limitless expanse, it is difficult to fully perceive visually. In the case of Imperial Beach and the Pacific Ocean, the statement that the best view is not always, or often, the full view, is applicable. The views of the Pacific Ocean in Imperial Beach can be enhanced if they are enframed or seen through an appropriate screen. The ocean is open space, a focus of major views, an attraction to visitors and a place of human activity.

✓ **The Tijuana River Estuary**

The Tijuana River Estuary offers one of the most unique scenic resources. The Tijuana River Estuary can be viewed from several vantage points, a few of which are the Mesa bluff-top in Border Field State Park, the southern terminus of Seacoast Drive and along Imperial Beach Boulevard.

Depending from which viewing station the Tijuana River Estuary is viewed, the perception of the area changes dramatically. This is due to the interplay of different visual aspects. Views from along Imperial Beach Boulevard focus on the Tijuana bullfight ring and Mesa Bluff-top area, which act as the terminal features of the vista. This terminal point sets the theme of the view; a vast expanse of open space separating two urban areas, in fact, two countries.

From the end of the Seacoast Drive, a different prospective of the Tijuana River Estuary is achieved. Here, the narrow waterways form a visual axis.

The axis, essentially, is a linear element transversing the view. The waterways, in fact, become the dominant feature. The perceived view is of a wet-land type habitat between the shore and inland development.

The final viewing point is the Mesa bluff-top of Border Field State Park. This spot, itself a terminal point of another vista, produces a reverse interest view. From the bluff-top, one views a panoramic coastline scene ranging from the beaches below, along the coast past the estuary to Imperial Beach and Coronado.

The Estuary and Slough define the boundary between the urbanized City and the natural undeveloped City. This space has had an influence on all the people of Imperial Beach, either as a recreational resource, a place to go for solitude, or as an environmental resource.

- ✓ **Ream Field**
This represents a scenic resource in that it draws spectators to view the helicopters. This particular vista is ideally suited to passive recreational activities for many, while simultaneously representing a prime source of noise pollution to others.

- ✓ **The City Beach**
A unique scenic resource, the City beach encompasses the area from the Northern City limits, south to the International Border. This area has numerous focal points ranging from the City Pier, to the variety of building types, to the sandy beach. Daytime views include the Coronado Islands, the beach itself, the ocean, the Silver Strand, Coronado, Point Loma, and Downtown San Diego. Nighttime views include lights on the pier, lights on the ocean, Point Loma, the Coronado Bridge, Coronado and Downtown San Diego.

- ✓ **Salt Evaporation Ponds and South San Diego Bay**
The salt evaporative ponds act as the gateway to Imperial Beach as one enters into the City along State Highway 75 from either the Silver Strand area or from Interstate 5. Unlike the Pacific Ocean, these ponds are small enough to be easily understood visually. They serve as important gateways to the City. There are excellent nighttime views of the Coronado Bridge and Downtown San Diego.

GOALS

GOAL 4 VISUAL QUALITY IS IMPORTANT

The visual quality of the City's environment shall be preserved and enhanced for the aesthetic enjoyment of both residents and visitors and the economic well-being of the community. Development of neighborhoods, streets and individual properties should be pleasing to the eye, rich in variety, and harmonious with existing development. The feeling of being near the ocean and bay should be emphasized even when the water is not visible. Designs reflective of a traditional California seaside community should be encouraged.

POLICIES

D-1 Design Review

All residential properties of 2 dwelling units or more and all new non-residential structures shall be subject to design review.

D-2 Design Guidelines

The City shall adopt design guidelines to be used in the design review process.

D-3 Sign Program

The City shall develop a uniform public information sign program.

D-4 City Image

Development should retain a low profile. Adequate provisions should be made in all types of development for specimen-sized trees to ensure the evolution of a green, tree-covered image for the City.

D-5 Public Utilities and Facilities

Highly visible public improvements should be designed and landscaped to blend into their backdrop.

1. Major linear improvements, such as major roadways should be well landscaped.
2. Structures necessary to store, channel or hold back water should be designed and constructed of materials and colors so as not to draw attention to their alteration of nature. Where the purpose of the structure permits, it should be landscaped to aid in its camouflage.
3. Utilities which cannot be feasibly placed underground due to their high voltage or other safety or cost considerations should be located and

designed in such a fashion as to provide the least visual and environmental impact on the community.

D-6 Trees

Mature trees, tree masses and tree rows of significant aesthetic or historic quality should be preserved when and wherever possible consistent with the public safety.

1. Public and private projects should be planned in such a manner that significant trees will not be destroyed when preservation is economically realistic and consistent with sound planning and horticultural practices.
2. Provisions should be made to protect the City's most significant landmark trees, tree masses and tree rows on a permanent basis and not just at the time of project review.
3. The planting of additional new trees throughout the City should be encouraged.

D-7 Signs

The City should regulate signs in a manner which will emphasize safety, help improve and protect the appearance of buildings and the City as a whole, foster legible graphics and promote the public's awareness of the business community while respecting the City's suburban character.

1. Signs should be restrained in character and no larger than necessary for adequate identification.
2. Information bits should be limited and design and colors chosen to ensure legibility to passing traffic.
3. A sign should relate in message, location and character to the business conducted or product offered at that site.
4. Signs should relate in character, material, size, shape, height, placement and color to the sites and buildings of which they are a part.
5. Pole signs and roof signs shall be prohibited.
6. Monument signs shall not exceed 8 ft. in height.

D-8 Project Design

- a. The design of development projects should respect, work with and enhance the natural features of the land.
 - Natural scenic amenities such as mature trees; watercourses and

views should be integrated into the project design

- Structures should be oriented and constructed so they may take advantage of the beneficial features of the climate and be protected from the negative ones in order to reduce energy consumption and increase the enjoyment of the residents.
- b. Projects should be designed so there is a harmonious relationship with adjoining uses.
- The pattern of existing neighborhoods should be respected. A development should be integrated with the adjacent neighborhood if the project size or natural boundaries dictate, or the design should create one or more separate and strong neighborhood identities.
 - Structures should relate to neighborhood structures both within and adjacent to the development and not create a harsh contrast of scale, style or color.
 - Areas of noisy activity and areas of quieter use should be separated by space or buffers, both within and between projects.
 - Lighting and signs should be designed, located and directed so as not to disturb adjacent uses.
 - Three story structures adjacent to existing one and two story structures shall be designed in a way to respect the scale of the one and two story structures. Such designs could include a wider side yard set back for the 2nd and 3rd story, hip roofs, or similar features.
- c. Developments should be designed to respect and enhance the view and safety of the passerby.
- Structures and open space areas should be arranged so that open space qualities of a development are apparent from outside the development.
 - 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.
 - In commercial developments, safe and enjoyable browsing by customers should be encouraged by coordinated and attractive signs, walkways, patios, display windows and entrances.

Optimally, the entrance to such an enjoyable area should be designed to be obvious to the passing motorist and pedestrian and be linked to the public sidewalk as well as to the parking area. Parking lots should be attractively landscaped and safe for both the motorist and the pedestrian walking from the car or the street.

- d. Developments should attempt, through design, to give the appearance of a suburban density and scale.
- Monotonous designs appear denser than ones of equal density, which are varied. Therefore, the following should be given consideration:
 - Uniformly repetitious buildings and modules and unbroken expanses of wall should be avoided.
 - Balanced and coordinated variety in height, materials and color should be encouraged.
 - Setbacks of buildings should be varied.
 - Simple palettes of landscape materials used in masses to compliment or screen various parts of the building(s) and achieve a park-like setting are recommended.
 - The size and design of signs, walkways and parking area lights and other elements of development should be low keyed, but effective in scale, color and brightness.
- e. Developments shall be designed with an eye to safety without giving the appearance of a fortress or a sea of concrete or asphalt.
- Parking lots along Seacoast Drive, Palm Avenue, and Imperial Beach Boulevard shall have internal landscaping to visually break the hard lines of the parking lot.
 - Buildings should be grouped into "neighborhoods" or clusters and be oriented so that building entryways are visible to encourage neighborhood surveillance.
 - Where separate units face onto a common open space, the design should relate specific portions of the open space to each unit. This has been shown to increase individual responsibility for surveillance as well as upkeep.
 - Parking areas should be designed to separate vehicles and

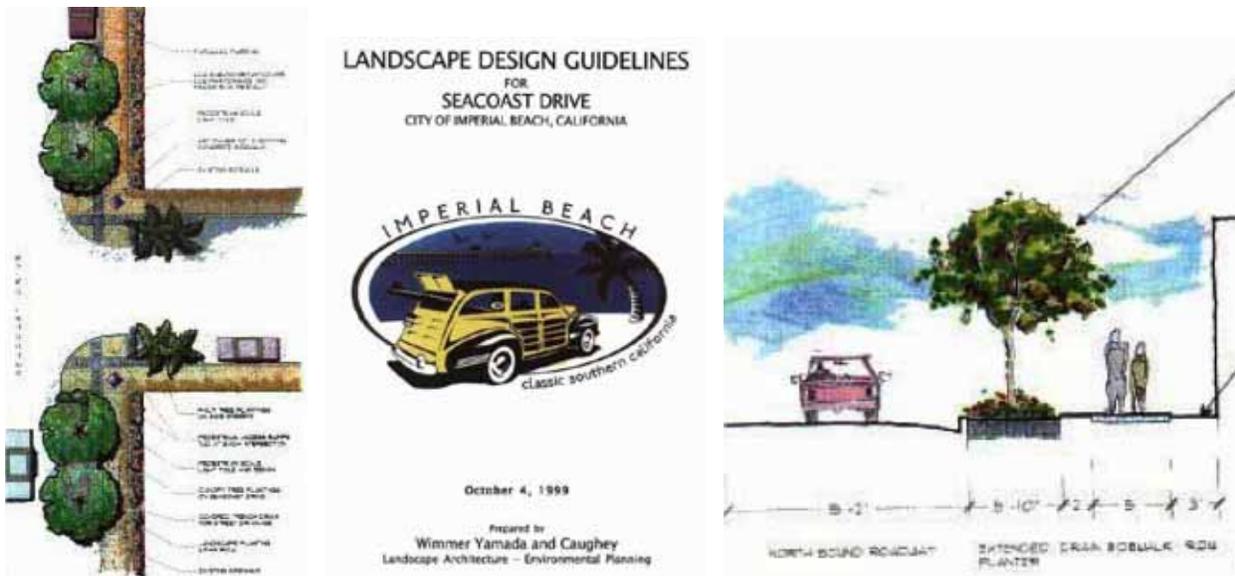
pedestrians whenever possible and ensure adequate visibility when the two must cross.

- Curbside visible street numbers or directory maps should be provided for all types of structures and be visible at night for the convenience of police, fire, guests and customers.
 - Open space for passive use should be provided in all developments. In lower density areas, these are generally yards or patios; in medium or higher density developments; interior courts, patios or roof gardens would be appropriate.
 - Recreation space, appropriate to the type of development, landscaping, including the preservation and planting of large trees and open space, should be provided to ensure a pleasing and open landscaped vista to the residents and passersby and to promote a tree-covered City image.
- f. Developments shall be designed to conserve energy and water and work toward healthful air quality.
- New developments shall incorporate energy-saving design features such as appropriate building and roof orientations and architectural features, reduced glass area where appropriate, adequate insulation, heat efficient spaces and arrangements, solar and wind energy capturing systems and energy efficient utilities and appliances.
 - Water-saving systems shall be used in developments as technology and economics make them feasible. These include drip irrigation and low water use appliances and fixtures.
 - Project design shall encourage the use of mass transit. This may include the clustering of units and the provision of bus shelters/benches, turnouts, schedule signs and sidewalks.
- g. Residential developments should include and provide for a number of amenities such as adequate storage areas, usable private outdoor areas, indoor and outdoor common areas, landscaped areas and park and recreation areas as appropriate to the needs of the residents and the types of units.
- h. Developments shall be designed to protect water quality and provide for watershed protection.

- New development and redevelopment shall minimize the amount of impervious surfaces and directly connected impervious surfaces in areas of new development and redevelopment and where feasible slow runoff and maximize on-site infiltration of runoff.
- New development and redevelopment shall implement pollution prevention methods supplemented by pollutant source controls and treatment through the use of small collection strategies located at, or as close as possible to, the source to minimize the transport of urban runoff and pollutants offsite and into the storm water sewer system.
- Prior to making land use decisions, utilize methods available to estimate increases in pollutant loads and flows resulting from projected future development. New development and redevelopment shall incorporate structural and non-structural Best Management Practices (BMPs) to mitigate the projected increases in pollutant loads and flows.”

D-9 Seacoast Design Standards

Detailed design standards and criteria should be developed for the Seacoast area. The standards and criteria should provide specific direction as to the design quality and image desired by the community.



D-10 Hwy 75 Commercial Area

Detailed design standards and criteria should be developed for the Highway 75 commercial area. The standards and criteria should provide specific direction as to the design quality and image desired by the community.

D-11 Permanent Open Space Areas

- a. Bicycle and pedestrian paths in developed areas should connect with one another through permanent open spaces.
- b. Any building facade facing onto a permanent open space of any kind shall be designed with the same level of quality as the street frontage facade.
- c. Development incentives should encourage designs that are integrated with permanent open spaces, but they should not allow dull repetitiveness or other objectionable design results.

D-12 Highways

Major entry roads should provide the traveler a defined sense of entry into the City and a sequential experience appropriate to the changing scale and physical requirements as one moves into Imperial Beach.

- a. The sequential experience could be highlighted and improved through some of the following considerations:
 - The establishment of median islands and landscaping along the major entryways and thoroughfares. (Care should be taken in the specific location of such improvements so as not to preclude convenient and efficient traffic access.)
 - A heightened program of parkway landscaping or tree planting used singularly or in combination with median plantings.
 - Common theme public entrance signs and directional signs employed along the major thoroughfares and incorporated into the median islands in an attractive manner.
 - Other special landscaping and design features employed at major focal points such as major intersections.
 - The use of custom street furniture and lighting fixtures, which support the architectural character and quality of the community.
- b. A reduction in the spacing of trees along parkways or in median islands as the street approaches more developed areas would serve to announce a reduction in automobile speed and provide more continuous shade as pedestrian and parking considerations become more important.
- c. Trees along the major streets should conform to or compliment those used in the adjoining properties so as to extend the visual relationship among adjoining landscaped areas. The use of similar foliage colors and/or

textures would also serve to emphasize such relationship.

- d. Some ordered control over the spacing and design of signs along all major entryways should also be established. Public safety and directional signs should be simple, clear and concise.
- e. The City shall pursue, through cooperative efforts with the City of San Diego, the removal of billboards along the entryways to the City.

FACILITIES AND SERVICES ELEMENT

We will strive for the ideals and sacred things of the city, both alone and with many; we will unceasingly seek to quicken the sense of public duty; we will revere and obey the city's law--; we will transmit this city not only, not less, but greater, better and more beautiful than it was transmitted to us.

Oath of the Athenian City-State

INTRODUCTION

The manner in which public facilities and services are provided in California jurisdictions, as well as the manner in which they are funded, has changed considerably in the past few years. Both population growth and technological changes have required a more regional approach to the planning and provision of some facilities and services that were once the exclusive concern of municipalities. At the same time, fiscal constraints and legislative actions have shifted funding methods from a reliance on the general obligation of taxpayers to a greater emphasis on requiring new development to "pay its own way." The Facilities and Services Element is a guideline to indicate future needs as the City continues to develop. Funding to meet these needs will come from a variety of sources that must be considered in the capital improvement planning process and the annual budget process.

The location of existing public facilities is indicated in Figure F- 1. Most of Imperial Beach's public facilities and services will adequately meet the needs of the General Plan with a few desirable upgrades.

In the following discussion, not all services and facilities are under the direct control of the City. However, the policy commitments of the City greatly affect the ability of other agencies to provide appropriate levels of service to Imperial Beach residents and visitors. Circulation, parks and recreational facilities are not included in this Element since they are discussed in the Circulation Element and the Parks, Recreation and Access Element of this Plan.

Topics are arranged alphabetically and each section contains background and policies. Specific topics are:

**City Yard
Civic Center
Fire & Emergency Services
Law Enforcement
Library Services**

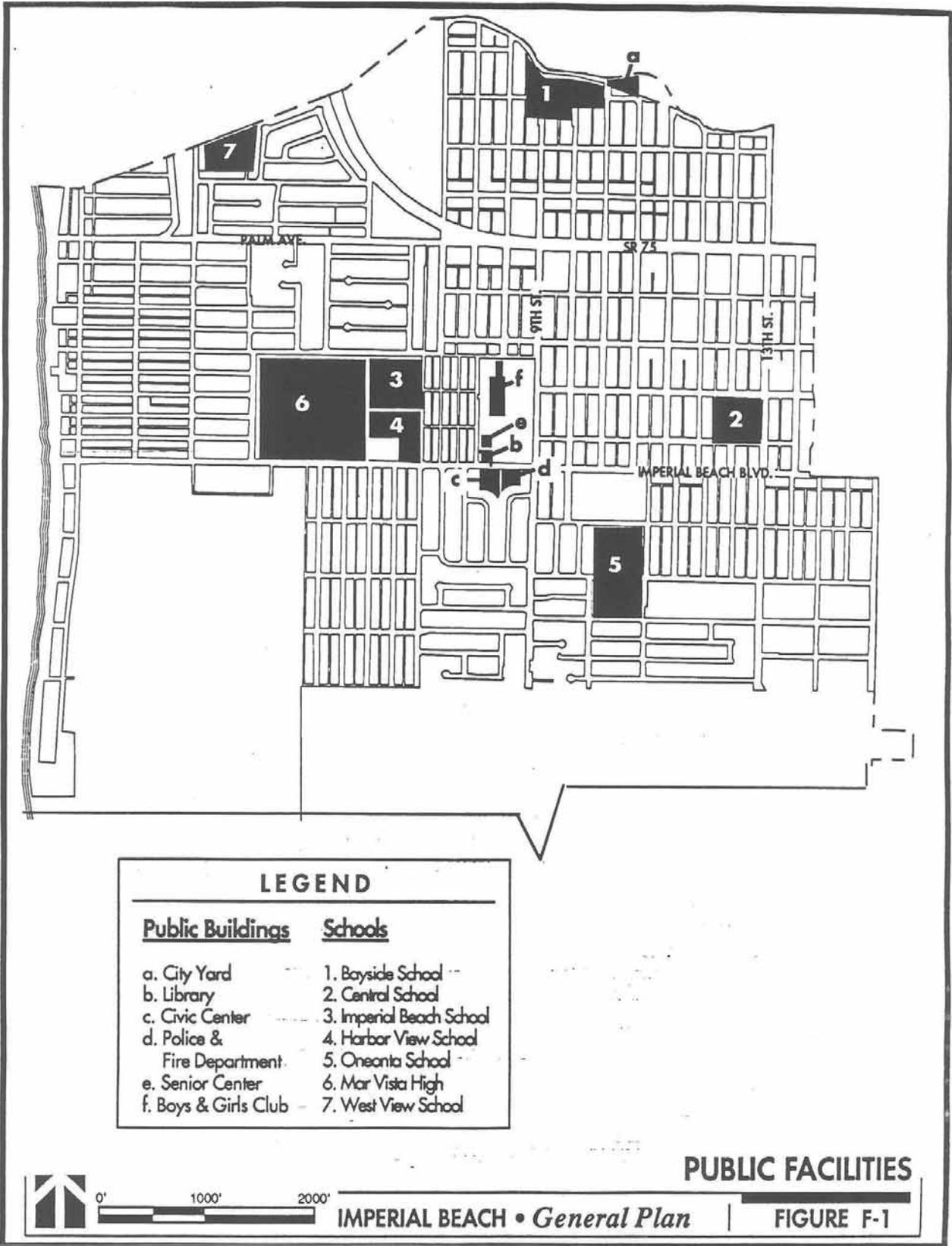
**Public Right-of-Ways
Schools
Solid Waste Disposal
Wastewater Services
Water Services**

GOALS

GOAL 5 - FACILITIES AND SERVICES CONCURRENT WITH NEED

The City shall ensure that public facilities and services are available to adequately serve all new and existing development concurrently with new construction. For existing facilities requiring upgrading and/or replacement, the City shall plan for adequate funding of these improvements to preclude interruptions or deterioration of service that may imperil the health and welfare of the residents and visitors to Imperial Beach.





POLICIES

F -1 Development Impact

New development in the City shall pay its own way.

F-2 Capital Improvement Planning

In order to effectively plan and budget for needed facilities and the upgrade of service deficiencies, the City shall annually update the five-year Capital Improvement Plan.

F-3 Public Facility Locations

Public utilities and public works facilities, which are not dependent on the ocean or bay, shall be located away from the ocean or bayfront to the extent possible. These facilities should be screened from public view and shall be designed in a manner that is compatible with surrounding land uses.

CITY YARD

Background

The City Yard is presently located on Cherry Avenue between 10th and 11th Streets on the South San Diego Bayfront. These facilities house the City maintenance and operations, personnel and equipment. The fully developed site is approximately 1.79 acres. Although the facilities are adequate, they do not need to be located on a bayfront site.

Policies

F-4 Relocate City Yard

The City shall consider relocating the City Yard to a non-bayfront site. Alternatives include, but are not limited to:

- Ream Field.
 - Sites outside the City limits.
 - Splitting the yard into more than one site.
-

CIVIC CENTER

Background

The majority of municipal facilities of the City of Imperial Beach, including the Sheriff's station, Fire department, City Council chambers, City Hall conference center and

Administrative offices are located in the Civic Center complex on Imperial Beach Boulevard. This complex consists of four separate buildings and related parking on approximately 2.7 acres. The existing size and location of the facilities are considered adequate for the City's staffing needs. Major deficiencies of the administration center include an inadequate heating system and lack of air conditioning.

Policies

F-5 Retain Existing Civic Center Complex

The existing Civic Center complex shall remain as Imperial Beach's focus for public service. As funds are available, any deficiencies in the complex should be addressed.



FIRE AND EMERGENCY SERVICES

Background

Fire protection and emergency medical services are provided by the City of Imperial Beach Fire Department located in the Civic Center complex. This centrally located fire station is staffed by a total of twelve persons, including the Fire Chief. A minimum of three are on duty at all times. This provides adequate staffing for a single piece of fire fighting equipment. The facility, however, is equipped with two fire engines: a 1,500 GPM pumper built in 1993 for first line protection, and a 1983 pumper (1,500 GPM), which is kept for reserve. The response time throughout Imperial Beach is between three and five minutes.

There is an automatic aid agreement between the Cities of San Diego and Imperial

Beach. Using this program, responses to emergency calls are directed to the closest available unit regardless of the municipal jurisdiction. It provides for a "first alarm" response to structural fires consisting of the Imperial Beach pumper, plus a pumper and a 100-foot aerial ladder truck from the City of San Diego. This system is designed to reduce the response time for emergency calls, while allowing the cities to provide for an increased level of service without an increase in facilities or equipment.

There are several nationwide organizations which rate communities for fire insurance purposes. The rating system utilized for Imperial Beach is the Grading Schedule for Municipal Fire Protection designed by the Insurance Services Office. Imperial Beach is rated a Class 4 on a scale of one to ten with one being the best and ten the worst. Areas surrounding Imperial Beach are generally rated at 3's and 4's. A change in rating can reduce typical fire insurance policies from 5 to 10 percent.

The majority of calls to the Fire Department are for medical assistance. The Department's staff is trained to provide initial response as part of a countywide trauma system. Medical transportation is provided by paramedics from Hartson Medical Services, stationed in the Imperial Beach/South San Diego area.

Policies

F-6 Fire Rating

The City should explore ways to improve its fire rating at every opportunity. The goal should be a rating no higher than 4.



LAW ENFORCEMENT

Background

The demand for law enforcement services in Imperial Beach is determined not only by the needs of residents but also by visitors to the City, particularly the beach area. As tourist activities increase, there may be a need for additional law enforcement activities.

The City contracts with the San Diego County Sheriff's Department for law enforcement. The Sheriff's office is located in the Civic Center complex. Approximately thirty officers operate from this facility and service the City of Imperial Beach and the unincorporated communities of Bonita, Lincoln Acres and Otay Mesa.

The City's contract is for two patrol units (24 hours a day). Eleven deputies are required for staffing of these units. In addition to the patrol units, the City also contracts for 2+ detectives, 3 community service officers (parking enforcement) and .5 special purpose officers (DARE program). The contract also provides for 2 four-wheel drive vehicles, 4 patrol cars, and 3 traffic vehicles (patrol cars with special features).

There is no accepted uniform standard for number of police per 1000 population. Additionally, there is no direct correlation between number of police and crime rates. Communities vary substantially based on density, characteristics of land use and other factors. Imperial Beach currently has approximately .62 sworn officers per 1000 population. This compares with a San Diego countywide average of 1.09.



The sheriff operates three shifts per day in Imperial Beach with a maximum of two patrol units per shift serving the City. One patrol unit serves Citywide. A second unit is known as the Beach Patrol and operates a four-wheel drive vehicle instead of a regular patrol car. The Beach Patrol operates three shifts a day for a total of 24 hours. Although the beach patrol responds to calls throughout Imperial Beach, its focus is on Seacoast Drive, Pier Plaza and the beach area. The funding for two of the three shifts for the Beach Patrol unit is provided by the San Diego Unified Port District. The average response time for priority calls Citywide is four minutes. Two traffic units are also provided to the City of Imperial Beach. One is a 7-day with relief traffic unit, the other a 5 day with relief unit. Additional law enforcement is provided by the Sheriff's F-7 involvement program, which is a volunteer patrol program consisting of retired persons trained for community protection and patrol assignments. Activities include: daily senior citizen safety checks, vacation property checks, and an "eyes on the road" patrol program. The Sheriff's office will continue to enhance and maintain this program.

San Diego County's overall crime rate for the 1992 calendar year was 65.7 reported

crimes per 1000 people. Reported crimes include homicide, rape, robbery, aggravated assault, burglary, grand and petty theft, and motor vehicle theft. Imperial Beach's rate was 57.0 reported crimes per 1000 people. According to the 1992 crime statistics kept by SANDAG, the City of Imperial beach ranked 9 out of 18 cities for crime (1 being best). The types and level of crimes committed within the City is very similar to the countywide average.



Policies

F-7 Public Information and Involvement

The City shall maintain public information and school educational programs in crime prevention and drug education, and shall assist residents and businesses in developing neighborhood and commercial protection programs.

F-8 Crime Rates

Increased crime is a national problem that is not necessarily correlated with the number of police. The City should have a goal of having a crime rate below the County average and better than the majority of San Diego County cities.

LIBRARY SERVICES

Background

The Imperial Beach Library, located at 810 Imperial Beach Boulevard, is part of the greater San Diego County library system. The 5,000 square-foot facility is owned and maintained by the County. It has a total collection of 36,700 items (books, videos, audio tapes, magazines, etc.), on-site parking for 12 cars, and a staff of 5.



The County categorizes their library facilities in three categories, small, medium and large. Based upon Imperial Beach library's circulation and number of patrons, it is considered a medium size facility. As such, the facility is open a total of 38 hours a week, Monday through Friday, and is closed on the weekends.

The library facility space standard utilized by the County is 0.35 square feet per capita. Using this standard, the Imperial Beach facility should be expanded to almost double its present size by the year 2005. Due to the County's limited resources, expansion of the facility is not planned at this time; however, the County can apply for State funding.

Policies

F-9 Library Size

The City should work with the County on library needs assessment with the goal of expanding library services for Imperial Beach.

PUBLIC RIGHTS-OF-WAY

Background

Alleys

Many of the alleys within the City limits are not paved. In an effort to improve the alleys, numerous assessment districts have been established by the City. It is the City's policy to pave all unimproved alleys and the City has plans to pave the remaining unimproved alleys through the use of assessment districts.

Drainage

The City completed a master drainage study in 1990. The study identified a number of geographical areas in the City, which are subject to periodic flooding. However, because of the flat topography of the City, several areas will always be subject to an increased flood risk.

Surface run-off, a condition intensified by development as a result of soil compaction and an increase in the amount of impervious surfaces, is presently handled by the street system and a small storm drain system. Most of the captured run-off is deposited directly into the San Diego Bay, Pacific Ocean or the Tijuana Estuary.

In the past, Community Development Block Grant Funds have been utilized to make improvements to the City's drainage system. A possible alternative funding source for storm drain improvements would be a surcharge, which could be added to the sewer fees as authorized by Health and Safety Code Section 5471.

Sidewalks

Although much of the City is served by sidewalks, sidewalks are missing in a variety of areas. Sidewalks can be particularly important in providing access to schools, parks, the beach and commercial areas. Installation of new sidewalks or improvements to existing sidewalks, if necessary, is required with all building permits for construction valued at greater than \$25,000.

Many parts of the City have tree lawns, while other parts have sidewalks next to the curb. Tree lawns can provide a buffer between pedestrians and the street and, when planted with trees, create a pleasant and safe pedestrian way. In some parts of the City residents have paved in the tree lawns, creating a wide sidewalk. This is visibly unappealing and creates vast areas of hard surface asphalt or concrete.

Streets

The public roads in Imperial Beach have been improved with pavement. Generally, the public right-of-way has also been improved with curbs, gutters and sidewalks. Regular maintenance to the City's road system is financed through the City's share of "Prop A" funds - a sales tax passed by the voters of San Diego County.

Street Landscaping

In cooperation with the Cities of San Diego and Coronado, the City of Imperial Beach has received a \$100,000 Federal grant from the Intermodal Surface Transportation Efficiency Act of 1991, which will be matched with \$70,000 of Proposition "A" funds to complete landscape improvements to the Highway 75/Palm Avenue corridor.



Although the City has vast areas of tree lawns, virtually none of the tree lawns have trees in them. Additionally, there is a general lack of trees throughout the City.

Undergrounding of the Utilities

The City has recently completed the undergrounding of utilities along the Highway 75/Palm Avenue corridor. The City has also established a utility underground conversion district on Imperial Beach Boulevard, from Seacoast Drive to the eastern City limits. This project will also result in improved street lighting along this corridor. The City has identified and prioritized two other areas for new lighting and undergrounding of utilities. They are as follows:

1. Thirteenth Street, from Iris Avenue to SR 75/Palm Avenue.
2. Ninth Street, from Imperial Beach Boulevard to SR 75/Palm Avenue.

Policies

F-10 Alleys

In order to reduce air pollution, facilitate City services, and reduce the number of curb cuts on streets, all new construction adjacent to alleys shall be required to bring the

alley up to City standards or provide an approved lien contract. The City shall continue to pursue the objective of having all alleys in the City paved.

F-11 Drainage

The City shall develop programs to solve localized Imperial Beach drainage problems. Such programs shall include working with the City of San Diego and the U.S. Navy as necessary.



F-12 Sidewalks/Treelawns

The City's preferred location for sidewalks shall be in an area that is not contiguous with the paved street and curb. The area between the street curb and the sidewalk shall be used for street lawns and the planting of street trees. This policy shall be implemented as part of development approvals except in areas already committed to curb side sidewalks. Tree lawns shall not be paved except where satisfactory trees have been planted in the tree lawn and decorative paving material is used, such as bricks or pavers.

F-13 New Sidewalks

The City shall encourage property owners to complete missing portions of sidewalks and, for larger areas, should sponsor the creation of sidewalk assessment districts. Improvements to existing sidewalks, or new sidewalks, shall be required with all building permits for construction valued at greater than \$25,000.

F-14 Street Trees

The City should pursue a variety of programs for street tree planting including the possible use of assessment districts, non-profit corporations, extensive tree planting campaigns and requiring street trees with new development.



F-15 Undergrounding of Utilities

The City shall pursue the undergrounding of utilities on major streets as funding becomes available. Priorities should be:

1. Thirteenth Street, from Iris Avenue to SR 75/Palm Avenue.
2. Ninth Street, from Imperial Beach Boulevard to SR 75/Palm Avenue.

SCHOOLS

Background

Public school education in Imperial Beach is provided by South Bay Union School District for preschool and kindergarten through sixth grade. Sweetwater Union High School District serves seventh through twelfth grade.

The South Bay Union School District presently has 12 elementary schools and one preschool site within its district. Six of the elementary school sites are located within the City limits of Imperial Beach. Today, the District is severely impacted with more students than the school's fixed facilities can accommodate. In order to reduce this problem, the district has placed, on an "as-needed basis," portable classrooms on each site. In addition, many of the schools utilize year-round, 4-track programming of classes. In order to alleviate further overcrowding, students are sometimes placed in classrooms outside their normal school attendance boundary. Table F-1 summarizes the situation regarding the schools within the City limits of Imperial Beach.

School Site	Size	Capacity of Fixed Facility	of Portable Classrooms	Student Enrollment	4-Track
Bayside Elem.	9.50 ac.	660	8	924	yes
Central Elem.	5.97 ac.	660	7	891	yes
Harbor View Elem.	6.85 ac.	660	6	868	no
Imperial Bch Elem.	9.15 ac.	660	2	726	no
Oneonta Elem.	10.77 ac.	620	3	726	no
Westview Elem.	6.75 ac.	600	4	732	no
Mar Vista Middle School	30.0 ac.	1246	0	1249	no
Mar Vista High School	33.0 ac.	1300	8	1,867	no

Although portable classrooms provide class space for an over-crowded school, they do not eliminate the need for additional facilities such as more library space, cafeteria and playground area. To meet the overall need of the student population, new schools need to be built.

The South Bay Union School District is presently building a new elementary school adjacent to the existing Nicoloff Elementary School, which is located outside of the City limits of Imperial Beach. They have also acquired a second school site at Coronado and Saturn and hope to build a new elementary school in the near future. When both new elementary schools are constructed and the attendance boundaries of the existing schools readjusted, the projected school population for the district, using the South Bay District's student generation factor of .67 school age children per household, should be

able to be accommodated within permanent school facilities. Although these new schools are not located within the City limits of Imperial Beach, they will relieve the overcrowding situation for schools located in Imperial Beach, as well as the remainder of the district.

The Sweetwater Union High School District provides 7th through 12th grade education and Adult Education to the citizens of Imperial Beach. Two secondary schools and one adult school service the City: they are Mar Vista Middle School, Mar Vista High School and Mar Vista Adult School located on the Mar Vista High School Campus.

The middle school, located approximately a quarter mile outside the City's eastern boundaries (1267 Thermal, San Diego), provides 7th to 8th grade education. The high school, located at 505 Elm Street, Imperial Beach, provides 9th to 12th grade education. The Adult School, located at 503 Elm Street, provides a variety of classes including but not limited to, GED, English as a Second Language (ESL), High School Diploma Program, Business Education and Child Care classes.

The middle school and high school both exceed their capacities. High-density residential development in the City and new residential development in the Nestor and the San Ysidro Communities have impacted these and neighboring schools. To alleviate these conditions, the District plans to construct a new 2,400-student high school on the Otay Mesa.

When, and if constructed, the new high school will alleviate the overcrowding on the Mar Vista School site. In planning new schools, the Sweetwater School District uses a student generation factor of .29 students per household.

The recommended standard for new elementary school sites is ten acres of land, which will provide adequate land for 18 to 20 classrooms, playgrounds and other related uses. For new junior high schools (or middle schools), 20 acres of usable land is needed for 1,500 students. High schools require 50 acres of land for 2,400 students.

State AB 2926 authorized school districts to assess all new development a fee to offset impacts proposed projects might have on the school facilities. In January of 1994, a fee of \$1.65 per square-foot for residential developments and \$.27 per square foot for commercial development is permitted. Currently, South Bay Union School District sets its level of assessment for development at \$.73 per square-foot for residential and \$.12 per square-foot for commercial development. These fees, along with funds provided by the State, allow for the district to acquire portable classrooms and to construct new school facilities when deemed necessary. Sweetwater Union High School District assesses new residential development at \$.92 per square-foot and commercial development at \$.15 per square-foot.

Fees collected pursuant to AB 2926 account for less than a third of the cost to construct classrooms. Because of this, whenever possible, the Districts have requested that developers provide full impact mitigation on development. The establishment of special tax districts, full cost recovery agreements or the provision of relocatable classrooms in

lieu of fees are just a few examples of such mitigation measures employed by the Sweetwater Union High School District.

Southwestern Junior College, located in Chula Vista, serves Imperial Beach as well as a good portion of the South Bay area.

Policies

F-16 Elementary School Sites

The City should encourage the South Bay Union Elementary School District to expand its elementary school sites within Imperial Beach to 10 acres each. Surrounding properties should be acquired when they come on the market for re-sale.

F-17 Otay High School

The City should support the Sweetwater Union High School District's long term plans to construct a new high school in the Otay Mesa area.

F-18 Joint Use of Schools

The City and school districts should work closely together on joint usage of school facilities. Buildings can be used for evening meetings, adult education, counseling, etc. Grounds can be used for a variety of recreation activities.



SOLID WASTE DISPOSAL

Background

Laidlaw Waste Systems services the Imperial Beach area with solid waste collection. They have an exclusive franchise with the City of Imperial Beach for the collection of all residential and commercial refuse until the year 2000 (if they choose to renew their option in 1995). Residential collection is twice a week, with the first pickup dedicated to yard clippings and other recyclable items, and the second pickup dedicated to trash. There is also a bimonthly alley clean up.

All waste materials are taken to San Diego County's Otay Landfill. At current dumping rates, the landfill, as presently configured, is expected to remain serviceable until the late 1990's. The County plans to expand the existing facility in order to add additional capacity. This additional capacity will extend the life of the landfill an additional 15 years. The City of Imperial Beach has already instituted the separation of yard clippings from the remainder of the trash and the recycling of aluminum cans, tin cans, glass bottles, newspapers and two types of plastic.

Policies

F-19 Recycling and Source Reductions

The City shall emphasize source reduction by its residents and businesses to decrease the amount of solid waste generated. The City shall also maintain a recycling program to minimize impacts on regional solid waste disposal sites.



WASTEWATER SERVICES

Background

The City of Imperial Beach is a member of the San Diego Metropolitan Sewerage System (Metro). The City operates its own sewerage collection system and transports the sanitary waste to Metro's South Bay Interceptor which conveys it to the regional water treatment plant on Point Loma.

The present collection system consists of 11 pump stations, 16,200 feet of force main, and approximately 36 miles of sewer lines ranging in diameter from 6 inches to 21 inches. Where possible, the sewage system utilizes gravity flow to convey effluent, however, in some instances, pumping is required. Two major service areas of Imperial Beach are served by large pump stations. The west side of the City's sewage is transported to Pump Station No. 8, located at 9th Street and Imperial Beach Boulevard, prior to conveyance to Metro. The east side of the City and a portion of the west side of the City's sewage is pumped by force main to Calla and Florida Streets prior to conveyance to the Palm City Pump Station by gravity sewer flow. Effluent from both pump stations enters Metro's South Bay Interceptor.

Portions of the wastewater management system are up to 40 years old. The oldest pipes in the system are made of vitrified clay, which carries a life expectancy of approximately 75 years. Some portions of the system are in need of repair and are currently scheduled for replacement dependent upon urgency.

Infiltration, defined as water entering the sewer system from the groundwater table, is a significant problem. Portions of the City's system are very susceptible to sea water infiltration due to the close proximity of the ocean and the depth of the pipe relative to sea level. Areas of probable high seawater intrusion include the collection lines leading to Pump Station 1A, IB, and 2; in alleys between Seacoast Drive and the ocean; and just west of Pump Station 10 at Cypress and Eighth Street. Correction of this problem includes TV inspection inside of the pipes, lining and sealing of the pipe if it appears structurally sound and the leaks are not too numerous, or complete replacement. By the end of 1993, it was estimated that approximately one quarter of the problem areas were lined.

In 1990, the City adopted a Sewerage System Master Plan prepared by Engineering-Science, Inc. The plan's conclusions and recommendations utilized the 1981 General Plan for ultimate build-out of the City. The report identified a number of deficiencies in the existing system. Besides the groundwater infiltration problem, the report identified improvements needed to the interceptor/trunk sewer, and pumping stations. Utilizing this report, the City's Five Year Capital Improvement Program since 1990 has included improvements to correct many of the deficiencies.

In 1993, the City of Imperial Beach discharged an average of 2.5 million gallons per day (mgd) of waste into the Metro system. The City's agreement with Metro allows flows up to 3.5 mgd until the year 2003. The City pays \$33,000 per year to Metro in order to retain their reserved sewer capacity. The Navy has contracted with the City of Imperial Beach for 0.5 mgd portion of the City's 3.5 mgd allotment.

The combined flow from the Navy and the City can increase by 1.0 mgd before the Metro capacity allocation is exceeded. This represents a combined reserve capacity of approximately 4,000 equivalent dwelling units (EDU) using 250 gpd per EDU. However, if the total capacity reserved for the Navy were to be utilized, the remaining reserved capacity for the City of approximately 2,000 EDU, is adequate for the City's projected ultimate build-out based upon the General Plan projections. Ultimate flow estimates predict that the City will require less than the reserved 3.5 mgd for complete build-out (including the Navy usage). This appears to be especially true when the following facts are considered:

- The actual sewage flows per dwelling unit in Imperial Beach appear to be lower than the 250 gpd standard utilized for EDU.
- The Navy has significantly scaled down its usage since its peak in the 1970's.
- The problem of infiltration of groundwater entering the sewer system is slowly being resolved, thus decreasing the flows.
- It should also be noted that a new San Diego Area Waste Management District is being formed to replace the Metro System and is talking about eliminating the reserve capacity system, and developing a different system for assuring that adequate wastewater service capacity can be guaranteed.

The City of Imperial Beach has established an Enterprise Fund to financially support sewer services in the City. The fees that are collected for providing services, and a \$2,400 connection (hook-up) fee, fund the total program. All the money that is collected is utilized exclusively for sewer service, and covers the cost of all capital improvement outlays, the treatment of effluent by the Point Loma treatment facility, staffing and other miscellaneous expenses.

A related issue to the City's wastewater service is water contamination that originates in Mexico. The ocean and sandy beaches of Imperial Beach are considered a major asset for the City. Unfortunately, as early as 1959, the San Diego County Department of Public Health has periodically placed quarantines on the City's beaches. These quarantines prohibit swimming in the effected ocean waters, but non-water contact recreation is still permitted on the beach. The pollution problem is solvable but not by Imperial Beach. Solutions to the pollution problem are within the jurisdiction of many different agencies --Federal, State and International, as well as the City of San Diego.

Policies

F-20 Sewage Capacity

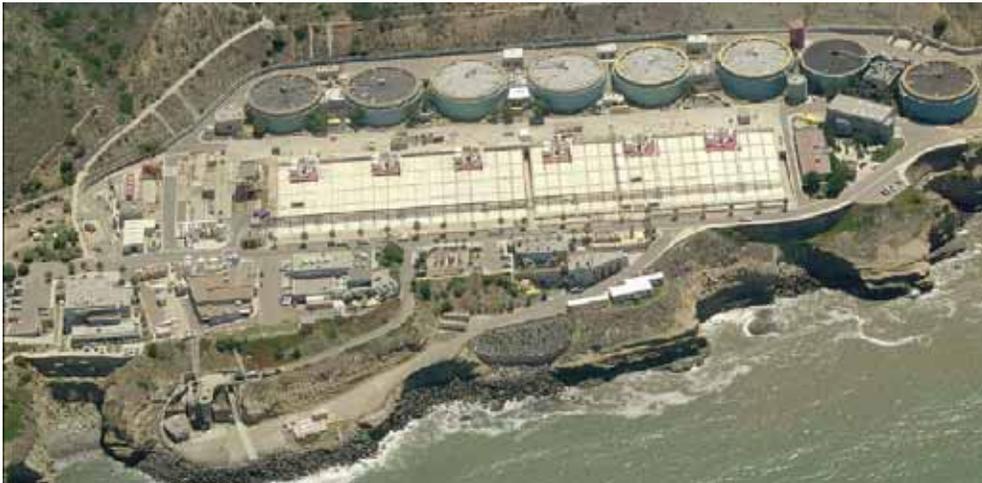
The City shall develop whatever agreements are necessary with the San Diego Area Wastewater Management District to provide sewer treatment capacity to accommodate the General Plan's projected growth.

F-21 Mexico Sewage Issues

The City shall encourage Federal, State, and other responsible agencies to address the problems of drainage, sewage and beach pollution associated with the Tijuana River Valley.

F-22 Upgrade Systems

The City shall continue to upgrade its sewage system based on the 1990 Sewage System Master Plan.



WATER SERVICES

Background

The California-American Water Company (CAWC) provides water service to the City of Imperial Beach, the City of Coronado, and portions of south San Diego and Chula Vista. As a private water company, CAWC is not a member of the County Water Authority. Instead, their water is purchased directly from the City of San Diego. CAWC's contract agreement with the City of San Diego assures CAWC the right to purchase as much water as they require to supply their customers for an indefinite period of time. In the event of a drought, which would require water restrictions, the contract provides for San Diego's and CAWC's customers to be restricted proportionately.

Currently, CAWC services approximately 20,300 customers. Between 25-30% of the company's customers are within the City limits of Imperial Beach. The current water distribution for the entire service area is approximately 13,000 acre-feet annually; with the City's usage being proportional. None of the



company's storage tanks, wells and/or booster pumps are located within Imperial Beach. Water service in the City is accomplished through individual connections to lateral mains generally running beneath north-south streets. The main supply line for the distribution system is a 16-inch line located beneath Palm Avenue.

Most of the water system in Imperial Beach was constructed during the 1940's and 50's. The system is considered to be fairly new and in good condition. CAWC regularly performs normal maintenance, which involves an on-going program, which seeks to replace older and undersized pipes in the water system.

The Company does not charge a hook-up fee. The individual water service fee is all inclusive, and covers not only the cost of providing water, but also the costs related to upgrading the existing distribution system.

Policies

F-23 Water Conservation

The, City shall require water conserving features in all new developments, including landscape and irrigation improvements.

HOUSING ELEMENT

4th Revision, Year 2005-2010

Adopted September 2, 2009



One of the privileges, which they should have as American citizens, is at least the privilege of living in reasonably decent accommodations. I do not think anyone is asking for palaces or beautiful, big apartments; but we are asking for sanitary, safe dwelling units, with adequate space in which to take care of a family.

*Hubert H. Humphrey
Congressional Record 1949*

City of Imperial Beach
HOUSING ELEMENT 2005-2010
OF THE GENERAL PLAN

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SECTION 1.0

INTRODUCTION TO THE HOUSING ELEMENT

The Housing Element is an integral component of the City's General Plan. It addresses existing and future housing needs of all types for persons of all economic groups in the City. The Housing Element is a tool for use by citizens and public officials in understanding and meeting the housing needs in Imperial Beach.

Recognizing the importance of providing adequate housing in all communities, the state has mandated a Housing Element within every General Plan since 1969. It is one of the seven elements required by the state. Article 10.6, Section 65580 – 65589.8, Chapter 3 of Division 1 of Title 7 of the Government Code sets forth the legal requirements of the Housing Element and encourages the provision of affordable and decent housing in all communities to meet statewide goals. Specifically, Section 65580 states the element shall consist of ". . . *an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources and scheduled programs for the preservation, improvement, and development of housing.*" The element must also contain a five-year housing plan with quantified objectives for the implementation of the goals and objectives of the Housing Element. The contents of the element must be consistent with the other elements of the General Plan.

Meeting the housing needs established by the State of California is an important goal for the City of Imperial Beach. As the population of the State continues to grow and scarce resources decline, it becomes more difficult for local agencies to create adequate housing opportunities while maintaining a high standard of living for all citizens in the community. State law recognizes that housing needs may exceed available resources and, therefore, does not require that the City's quantified objectives be identical to the identified housing needs. This recognition of limitations is critical, especially during this period of financial uncertainties in both the public and private sectors.

Section 65583(b)(2) states, "*It is recognized that the total housing needs. . . may exceed available resources and the communities' ability to satisfy the need. Under these circumstances, the quantified objectives need not be identical to the identified existing housing needs but should establish the maximum number of housing units that can be constructed, rehabilitated, and conserved over a five-year time frame.*"

This Housing Element (2005-2010) was created in compliance with state General Plan law pertaining to Housing Elements and was adopted by the City of Imperial Beach on September 2, 2009.

1.1 Purpose

The State of California has declared that *“the availability of housing is of vital statewide importance and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order.”* In addition, government and the private sector should make an effort to provide a diversity of housing opportunities and accommodate regional housing needs through a cooperative effort, while maintaining a responsibility toward economic, environmental, fiscal factors and community goals within the General Plan.

Further, state Housing Element law requires *“An assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs.”* The law requires:

- An analysis of population and employment trends
- An analysis of the City’s fair share of the regional housing needs
- An analysis of household characteristics
- An inventory of suitable land for residential development
- An analysis of the governmental and non-governmental constraints on the improvement, maintenance and development of housing
- An analysis of special housing needs
- An analysis of opportunities for energy conservation
- An analysis of publicly-assisted housing developments that may convert to non-assisted housing developments

The purpose of these requirements is to develop an understanding of the existing and projected housing needs within the community and to set forth policies and schedules, which promote preservation, improvement and development of diverse types and costs of housing throughout Imperial Beach.

1.2 Organization

Imperial Beach’s Housing Element is organized into three primary sections:

Summary of Existing Conditions: This section includes an inventory of resources, housing cost and affordability, at-risk units, suitable land for development, and a section discussing constraints, efforts and opportunities.

Housing Needs, Issues/Trends: This section includes a discussion of state issues and policies, regional housing policies, Imperial Beach’s Regional Housing Needs Assessment (RHNA) and housing issues.

Housing Program: This section identifies housing goals, policies and objectives. Funding sources are identified and schedules for implementation are set forth. In addition, a quantified objectives summary is provided.

1.3 Relationship to Other Elements

State law requires that "...the General Plan and elements and parts thereof comprise an integrated, internally consistent, and compatible statement of policies..." The purpose of requiring internal consistency is to avoid policy conflict and provide a clear policy guide for the future maintenance, improvement and development of housing within the City.

This Housing Element is part of a comprehensive Imperial Beach General Plan. All elements of the Imperial Beach General Plan have been reviewed for consistency and the Housing Element was prepared to assure compatibility with the remaining elements.

1.4 Citizen Participation

In the past, the City of Imperial Beach has made diligent efforts to solicit public participation pertaining to the development of the General Plan and City Ordinances. These processes included workshops, public review, and citizen participation. Other public meetings include the City Council meeting twice a month. All members of the community have access to the participation process.

Public participation for the 2005-2010 Housing Element has included a housing element workshop during the month of September, 2006. Members of the community were invited to address concerns and give input on the contents of the Housing Element. Notices were posted in both English and Spanish in the local newspaper, at the City Hall, the public library, at the public schools, and at affordable housing complexes in the City. In addition, a public review draft, dated *September, 2006*, was prepared and made available to the community for a 60-day review period from *September 22, 2006 to November 22, 2006*. Copies of the draft were made available in public facilities such as the City Hall and the library. Copies were made available to local service providers and individuals representing all economic segments of the population including non-profit organizations, city officials, and city organizations. Finally, during the preparation of the Housing Element, local groups and individuals were consulted by phone, including affordable housing developers and City Council members.

1.5 Review of The Previous Element

State law requires the City of Imperial Beach to review its Housing Element in order to evaluate:

- a. "The effectiveness of the Housing Element in attainment of the community's housing goals and objectives."
- b. "The progress of the City and/or County in implementation of the Housing Element."
- c. "The appropriateness of the housing goals, objectives and policies in contributing to the attainment of the state housing goal."
- d. "Evaluation of progress toward meeting Coastal Zone requirements."

The remainder of this section fulfills this state requirement.

1.5.a. EFFECTIVENESS OF PREVIOUS ELEMENT

As shown below, in the City of Imperial Beach, approximately 192 low, very low, and extremely low-income households were served from 1991 to 1999. Of those 85 were senior, 68 were small families, 24 were large families, and 3 were special needs households.

**TABLE 1
AFFORDABLE HOUSING OPPORTUNITIES PROVIDED
JULY 1, 1991 – JUNE 30, 1999**

Project Title	Targeted Population				Targeted Income			Project Total ¹	Moderate (81-20%)	Rent/Own	Funding Source
	Elderly	Small Family	Large Family	Special Needs	Ext.Low (≤30%)	Very Low (>30-50%)	Low (>50-80%)				
Section 8 Certificates	8	36	10	22			68 ²	68		Rent	18
Section 8 Vouchers		48	56				104 ²	104		Rent	30
Casa Estable ³			2	2	3	7		7		Rent	1
Mobile Home Rental Assistance	1				1			1		Own	31
Mortgage Credit Certificates							12	12	23	Own	27
Total		85	68	24	3	1	7	184	192	23	

1. Excludes moderate income units. Households receiving Section 8 assistance may be extremely low, very low, or low income. In this table, all are counted in the low income category as information regarding income levels was not available.
2. All rental certificates and vouchers were included in the "low" income category due to a lack of data. However, they may have served very low or extremely low households.
3. This was an acquisition/rehabilitation project.

The State periodically establishes an overall goal for construction of new housing units and makes an assignment of gross allocations of housing unit goals to regional governments, which in turn allocate the housing unit goals to counties and cities. The document produced by regional governments is the “Regional Housing Needs Assessment” (RHNA). In 1999, the San Diego Association of Governments (SANDAG) prepared a RHNA for San Diego County that covered the time period from 2000-2004. In 2004 State Legislation was passed that extended this period for one year. The 2005-2010 RHNA is discussed in Section 2.2, New Construction Needs.

The effectiveness of Imperial Beach’s Housing Program in meeting regional housing needs can be measured by its level of achievement. The level of achievement is simply the actual construction divided by the RHNA goal. Many uncontrollable factors influence the City’s effectiveness. Over the five-year Housing Element period, factors such as market fluctuations, available programs, willing lenders, qualified developers and the political climate, all combined to create 99 new housing units in the City of Imperial Beach, almost all of which have been affordable to above moderate households.

**TABLE 2
CITY OF IMPERIAL BEACH
ACHIEVEMENT OF 2000 – 2005 RHNA NEW CONSTRUCTION GOAL**

Income Groups	2000 – 2005 RHNA Goal	2000 – 2005 Actual New Construction	Percent of Goal Achieved
Very Low	12	0	0.0%
Low	8	0	0.0%
Moderate	22	10	45.4%
Above Moderate	53	89	168.9%
TOTAL	95	99	104.2%

Source: San Diego Association of Governments 1999 RHNA

The period of 2000-2005 was a period of moderate growth for the City of Imperial Beach. The majority of the construction that took place during this time period was in the above moderate category. Some second units affordable to moderate income households were built during this time period as well. No housing affordable to the low and very low income categories were built since the mid 1990’s.

While the City has installed mechanisms to allow for low and very low-income housing, due to lack of developer interest and market factors beyond its control, the City did not meet the RHNA affordable housing

goals. The City implemented its affordable housing strategy as outlined in the 2000-2005 Housing Element but, due to the rise in the market value of single family housing and the demand for condominium style housing, developers only produced housing affordable to the moderate and above moderate income households. The City was, however, successful in preserving the low and very low income housing stock from converting into market rate. The City has retained the number of housing choice vouchers and the St. James Plaza Senior housing complex has maintained its affordability.

**TABLE 3
ACHIEVEMENT OF QUANTIFIED HOUSING OBJECTIVES 2000-2005**

Type	Objective Number	Achieved Number	Effectiveness (%)
New Construction – Very Low	12	0	0.0%
New Construction – Low	8	0	0.0%
New Construction- Moderate	22	10	45.5%
New Construction-Above Moderate	53	89	167.9%
Rehabilitation – Very Low	15	0	0.0%
Rehabilitation – Low Income	15	0	0.0%
Rehabilitation – Moderate	10	0	0.0%
Conservation – Very Low	225	225	100.0%
Conservation – Low Income	225	225	100.0%
Subtotal	584	549	94.0%

Source: City of Imperial Beach

1.5.b. PROGRESS OF IMPERIAL BEACH’S HOUSING PROGRAM

The following table provides an overview of the objectives, goals, policies and action plans in the 2000-2005 Housing Element and its progress on implementation.

**TABLE 4
2000 CITY OF IMPERIAL BEACH HOUSING ELEMENT
PROGRESS IN MEETING GOALS AND OBJECTIVES**

Policy	Accomplishments
Goal 1: Provide housing in a variety of costs, types, styles and tenures that will fulfill the needs of present and future residents	

Policy	Accomplishments
<p>Policy 1.1 Provide a variety of residential development opportunities to fulfill local and regional housing needs</p>	<p>The majority of the housing built over the past five years have been single-family housing affordable to above moderate households. However, through the adoption of the recent condominium conversion ordinance, the City has put in place development standards that will provide first time homebuyers with homeownership opportunities while assisting those tenants who can not afford to purchase for-sale housing.</p>
<p>Policy 1.2: Designate land for a variety of residential densities sufficient to meet the housing needs for a variety of household sizes and income levels, with higher densities being focused in the vicinity of transit stops and in proximity to significant concentrations of employment opportunities.</p>	<p>The City of Imperial Beach has participated in the 2005 San Diego Area Council of Government study showing areas of potential redevelopment within the City. Through the identification of this land, the City can focus on areas which can be redeveloped into higher densities meeting the need of the low and moderate income group categories. As the City identifies sites for redevelopment, the City will focus on areas that provide services such as transit and employment opportunities.</p>
<p>Policy 1.3: Identify underutilized land suitable for housing development.</p>	<p>As stated above, the City participated in the 2005 study of redevelopment and infill lots. This study also identified underutilized land that could be suitable for redevelopment.</p>
<p>Policy 1.4: Ensure that housing is developed in areas with adequate access to employment opportunities, community facilities, and public services.</p>	<p>Most of the sites that have been developed are infill sites. These sites generally already have services in their proximity. The amount of vacant land available in the City limits the amount of discretion the planning body has in ensuring these criteria are met in the development of new sites.</p>
<p>Policy 1.5: Encourage development design that provides for maximum possible residential security, safety, and compatibility within the City and its neighborhoods.</p>	<p>The City's current design review procedure ensure that the designs of the project meet these standards while affording flexibility in design and character of the new dwelling unit.</p>
<p>Policy</p>	<p>Accomplishments</p>

Policy 1.6: Promote a high quality urban environment with stable residential neighborhoods and healthy business districts.	The City of Imperial Beach, through its ordinances and policy decisions, has been able to promote a high quality urban environment. Specifically the City has approved four residential commercial mixed use projects within the last five years. This demonstrated the implementation of smart growth goals in an urban environment.
Policy 1.7: Encourage both the private and public sectors to produce or assist in the production of housing with particular emphasis on meeting the special needs of the community.	No affordable housing has been produced in the City over the past 5-years. However, the City has recently contracted with a private firm to rehabilitate 15 dwelling units using redevelopment funds. These units will be affordable to the low and moderate income households.
Goal 2: Provide programs for the development and preservation of lower and moderate income housing.	
Policy 2.1: Maximize opportunities to support and participate in programs to assist households in need of monetary housing assistance, housing rehabilitation, housing replacement and/or housing services.	The City has only recently begun a rehabilitation program through the Redevelopment Agency. In addition, the City utilizes two programs, the federal Mortgage Credit Certificate (MCC) program (offered by participating private lenders) and the Down Payment and Closing Cost Assistance (DCCA) program (financed through the San Diego County Housing Finance Agency) for first-time home buyer housing assistance. Due to the cost of housing in the San Diego area, the latter program has not been successful in funding many applications.
Policy 2.2: Protect and encourage opportunities for low and moderate income-housing units in the Coastal Zone.	The City has been successful in conserving the affordable Senior project, St. James Plaza. However, with the increase demand for condominiums, the City has lost 105 rental housing units over the past ten years.
Policy 2.3: Utilize the City's regulatory powers to promote affordable housing.	No affordable housing units have been built in the City over the past five years, partially due to market demand.
Policy 2.4: Provide support to nonprofit development corporations for the development of affordable housing.	Insufficient market demand and the high cost of land has prevented any success in this policy.
Policy	Accomplishments

Policy 2.5: Identify existing housing that could be made affordable through acquisition, rehabilitation, subsidy or other methods.	The City has identified two buildings, netting 15 units that will be rehabilitated using the Redevelopment LMI funds. These units will be affordable to low and moderate income households.
Policy 2.6: Ensure that the development of lower income housing meets applicable standards of health and safety.	No affordable housing units have been built in the City over the past five years. However, should affordable housing be built, the City ensures that the development of lower income housing meets applicable standards of health and safety.
Goal 3: Promote the maintenance of the existing housing stock, with particular focus on rental housing.	
Policy 3.1: Maintain the existing stock in good condition with emphasis on preserving existing housing opportunities for low and moderate income families currently living within the community.	The condition of the housing stock in Imperial Beach has remained stable over the past five years. The City has been successful in conserving the affordable Senior project, St James Plaza. However, with the increase demand for condominiums, the City has lost 105 rental housing units over the past ten years.
Policy 3.2: Educate the public regarding the need for property maintenance, code enforcement, crime watch, and other related issues.	The City maintains a stock of information brochures on these issues. These brochures are made available at public locations.
Policy 3.3: Encourage and assist in neighborhood rehabilitation and beautification activities.	Through the implementation of the Neighborhood Revitalization Strategy, the City has removed numerous inoperable vehicles through its Abandoned Vehicle Abatement program, painted 8 to 10 houses per year for 6 years through its Paint IB program, revitalized the Bayview, Oneonta, Central, and Mar Vista neighborhoods with sidewalk installations and yard cleanups, has an ongoing utility under grounding program, has an alley improvement program underway, and is establishing a street lighting district.
Policy 3.4: Advocate the rehabilitation of substandard residential properties by homeowners and landowners.	The City continues to advocate the rehabilitation of substandard units through its Neighborhood Revitalization Strategy and the use of Redevelopment LMI funds.
Policy 3.5: Continue to utilize the City's code compliance program to bring substandard units into compliance with City codes and to improve overall housing quality and	In an attempt to ensure the quality of housing within Imperial Beach, the City diligently follows up on citizen complaint relating to code violations.

conditions.	
Policy	Accomplishments
Policy 3.6: Educate property owners regarding existing resources for residential rehabilitation.	The City Continues to advertise the County of San Diego's Housing Authority Rental Rehabilitation Assistance Program at public locations and upon requests for information on rehabilitation assistance.
Policy 3.7: Educate absentee landlords about their responsibilities to maintain their properties to code and to select responsible tenants.	The City distributes Landlord and Tenant Responsibility Forms which educates landlords about the maintenance of their properties.
Goal 4: Promote a high rate of homeownership.	
Policy 4.1: Participate in activities that encourage and educate existing and prospective residents about homeownership.	The City participates in several Countywide homeownership programs including the Mortgage Credit Certificate (MCC) program and the Down Payment and Closing Cost Assistance (DCCA) program.
Policy 4.2: Participate in the San Diego Regional Partners in Homeownership.	Due to Staff time constraints the City of Imperial Beach is no longer an active participant in the San Diego Regional Partners in Homeownership.
Goal 5: Preserve historical cottages, homes, and other significant properties.	
Policy 5.1: Identify and mark historical sites throughout the City.	Current Historical Sites are identified through the State office of Historic Preservation.
Policy 5.2: Establish a Historical Preservation Group to identify and encourage the preservation of cottages, homes, and other historically significant properties and/or structures.	Due to Staff time constraints, a Historical Preservation Group has not been established within the City of Imperial Beach.
Policy 5.3: Develop incentives such as a tax rebate program to encourage preservation of cottages, homes, and other historically significant properties and/or structures.	Currently, this program has not been implemented due to City priority and staff time constraints.
Goal 6: Make housing available without discrimination based on race, religion, ethnicity, sex, age, marital status, or household composition.	
<i>Policy</i>	<i>Accomplishments</i>
Policy 6.1: Prohibit discrimination in the sale or rental of housing with regard to race, religion, ethnicity, sex, age, marital status, and household composition.	The City prohibits any discrimination in the sale or rental of housing. The City participates in the Fair Housing Program through the County of San Diego.
Policy 6.2: Assist in the enforcement of fair housing laws by providing support to organizations that can receive and investigate fair housing allegations, monitor	The City participates in the County of San Diego Fair Housing Program. All fair housing calls are referred to this organization for follow-up.

compliance with fair housing laws, and refer possible violations to enforcing agencies.	
1. Promote Density Bonus provision to housing developers	City staff continues to promote the City's density bonus provision to interested developers. However, no density bonuses have been awarded in the last five years.
2. Continue to implement the Single Unit Density Bonus	The City continues to implement the Single Unit Density Bonus. However, no bonuses have been awarded in the past five years due to lack of developer interest.
3. The City will Continue to distribute information about the County of San Diego's Low Cost Financing Programs including Bond financing, CDBG grants, Home funds, and Tax Credits	The City has continued to distribute information on these programs to interested persons and developers. However, no affordable housing has been built in the City over the past five years partially due to market demand for higher priced housing.
4. Use City Redevelopment LMI funds to finance activities such as acquisition, construction, rehabilitation, preservation, maintenance of mobile homes, provision of subsidies, and payment of a portion of principal and interest on bonds issued to finance LMI funding.	The City has identified two project areas where they are focusing redevelopment efforts. Within the Redevelopment Agency five-year Implementation Plan, it is estimated that 4.1 million dollars will be available through the low and moderate income housing set aside for Affordable housing Development. The City plans to use this money to purchase deteriorated housing units and finance the improvements, and to provide gap financing for housing projects. The City recently contracted with Paul McNeil of McNeil Infrastructure Development Corp, to rehabilitate 15 units within two structures using about \$1 million in redevelopment bond funds and tax increment funds. This will be the City's first housing rehabilitation project.
Policy	Accomplishments
5. The City will continue to support nonprofits in their application to the County of San Diego for CDBG funds.	The City continues to support nonprofits in their application for CDBG funds. The City advertises the CDBG program on the website and in public locations. As applications are submitted, the City will support their application to the County of San Diego.

<p>6. The City will continue to utilize nonprofit housing organizations to provide financial assistance and technical support in the development of affordable housing and the acquisition and rehabilitation of existing multi-family housing. Non-profit organizations include the South Bay Community Services, Sunburst School, Inc-Children’s Treatment Center, and Lutheran Social Services of Southern California</p>	<p>No affordable housing units have been built in the City over the past five years.</p>
<p>7. The City of Imperial Beach will utilize mortgage revenue bonds for the development of affordable housing for lower income households when approached by interested developers.</p>	<p>Due to challenges in the cost of land in the City, no developers have approached the City regarding affordable housing construction.</p>
<p>8. The City will consider initiating a program to implement the policies contained in the Regional Management Strategy’s Land Use Distribution Element in the land use element of its general plan. This plan recommends focusing development around transit stations.</p>	<p>Most of the sites that have been developed are infill sites. These sites generally already have services in their proximity. The amount of vacant land available in the City limits the amount of discretion that the planning body has in ensuring that the criteria are met in the development of new sites. Currently no program has been instituted specifically implementing policies contained in the Regional Management Land Use Distribution Element.</p>
<p>Policy</p>	<p>Accomplishments</p>

<p>9. The City will educate developers, about potential for mixed use development and offer incentives to encourage this type of housing.</p>	<p>The City approved six mixed-use projects in the past 17 years and none had an affordable housing component. Argus Village at 92 Seacoast Drive was completed in 1988. The Beach Club project in the 800 block of Seacoast Drive was completed in 1992. The Shopke project in the 700 block of Seacoast Drive was completed in 1999. The 13th Street Market at 1126 13th Street was completed in 2005 as well as the Braudaway project at 1187 13th Street. The Barghour project at 1146 13th Street was approved but construction has not yet started. There are at least ten more mixed-use projects in discretionary review process. The City encourages this type of development through providing technical assistance to developers ensure the planning process does not impose a time constraint to the development of the project.</p>
<p>10. The City will continue to maintain an inventory of City-owned properties that have been assessed for their potential development/ redevelopment for residential use.</p>	<p>Through SANDAG, the City recently updated its inventory of properties that have the potential for development or redevelopment for residential use.</p>
<p>11. The City will identify the zone or zones where homeless shelters and transitional housing can be located with a conditional use permit. Should an organization identify a proposed shelter site, the City will consider initiating any rezoning needed, and consider waiving the processing fees associated with that rezoning.</p>	<p>The City specified with the adoption of Ordinance No. 2002-986 that these uses would be classified as a group home which could only be located in the C-1 General Commercial Zone with a conditional use permit. Currently no emergency shelters have been proposed in the City during the past 5-years.</p>

<p>12. Although farmworkers are not a significant portion of Imperial Beach employment base, the City will continue to meet any farmworker housing needs through the development of very low and low income housing.</p>	<p>No affordable housing units have been built in the City over the past five years.</p>
<p>Policy</p>	<p>Accomplishments</p>
<p>13. The City will continue to contract with the County of San Diego Housing Authority to administer the Section 8 Rental assistance Program (Housing Choice Vouchers), and will support the County's applications for additional allocations.</p>	<p>The City continues to contract with the San Diego Housing Authority to administer Housing Choice Vouchers in the City. A total of 434 vouchers have been issued as of August, 2005. This is 21 more than the number issued in 2000.</p>
<p>14. Implement the home Ownership/ Rehabilitation program of the Neighborhood Revitalization Strategy of 1998.</p>	<p>The City has implemented the Neighborhood Revitalization Strategy by removing numerous inoperable vehicles through its Abandoned Vehicle Abatement program, painting 8 to 10 houses per year for 6 years through its Painted Streets Imperial Beach program, revitalizing the Bayview, Oneonta, Central, and Mar Vista neighborhoods with sidewalk installations and yard cleanups, having an ongoing utility under grounding program, having an alley improvement program underway, and is establishing a street lighting district.</p>
<p>15. The City will continue to advertise the County of San Diego Housing Authority's Residential Rehabilitation Assistance Program</p>	<p>The City continues to advertise the County of San Diego's Housing Authority Rental Rehabilitation Assistance Program at public locations and upon requests for information on rehabilitation assistance.</p>
<p>16. The City will continue to advertise the County of San Diego Housing Authority's Home Improvement Program for Rental Property.</p>	<p>The City continues to advertise the County of San Diego's Housing Authority Home Improvement Program for Rental Property at public locations and upon requests for information on home improvements.</p>

<p>17. The City will continue to distribute information about the San Diego Regional Mortgage Credit Certificate Program.</p>	<p>The City continues to distribute information on this program. Between 2000 and 2005, 13 mortgage credit certificates were awarded in Imperial Beach.</p>
<p>18. The City will continue to provide information to prospective homebuyers about the County of San Diego's Down Payment and Closing Cost Assistance Program.</p>	<p>The City continues to distribute information on this program. Due to the cost of housing in the San Diego area, this program has not been successful in funding many applications.</p>
<p>19. The City will continue to provide information to prospective homebuyers about the California Housing Finance Agency's Down Payment Assistance Program.</p>	<p>The City continues to distribute information on this program at public locations and upon requests for information on home improvement</p>
<p>Policy</p>	<p>Accomplishments</p>
<p>20. The City will explore joining a Joint Power's Agency that will assist homebuyers who may have difficulty purchasing a home in the traditional market.</p>	<p>Due to staff time limitations, this program has not been implemented.</p>
<p>21. The City will continue to conduct code enforcement activities on a citywide basis. The City will promptly follow-up on citizen complaints relating to violations of Municipal code. The City will also provide follow-up on all Building Division and Fire Department Housing Inspections.</p>	<p>In an attempt to ensure the quality of housing within Imperial Beach, the City diligently follows up on citizen complaints relating to code violations. Through the implementation of the Neighborhood Revitalization Strategy, the City has removed numerous inoperable vehicles, repainted houses, and revitalized neighborhoods with sidewalk installations and yard cleanups.</p>
<p>22. The City will continue to distribute information on landlord and tenant responsibilities for habitability and repairs.</p>	<p>The City distributes Landlord and Tenant Responsibility Forms.</p>

<p>23. The City will continue to participate in the Fair Housing Program through County of San Diego CDBG activities. Additionally, the City will ensure that the provisions of the Fair Housing Act are enforced. It will take proactive steps to ensure community-wide support and participation in fair housing activities, through such activities as the permanent posting of HUD fair housing information at City Hall. Additionally, the Imperial Beach Community Newsletter will run notices advertising the fair housing program and its purpose on a regular basis.</p>	<p>The City posts fair housing notices on the community bulletin board and continues to participate in the Fair Housing Program through the County of San Diego.</p>
<p>24. The City will continue to monitor its development process and zoning regulations to identify and remove constraints to the development of housing during the comprehensive update of its zoning ordinance and on an on-going basis.</p>	<p>The City continually monitors the development process and zoning regulations. For example, In 2010 the City of Imperial Beach adopted a condominium conversion ordinance after identifying the need for development standards to govern this type of development. As a result, these types of conversions are standardized and existing tenants are given relocation assistance.</p>
<i>Policy</i>	<i>Accomplishments</i>
<p>25. The City will continue to monitor State and federal legislation pertaining to housing and comment on support, or oppose proposed changes or additions to existing legislation, as well as supporting new legislation when appropriate.</p>	<p>The City monitors and participates in the housing legislation process through the participation in SANDAG.</p>
<p>26. The City will monitor all demolitions and conversions and ensure that replacement units are provided when needed under the Coastal Zone Housing Requirements.</p>	<p>The City complies with all statutes of the Coastal Zone Law.</p>

1.5.c. APPROPRIATENESS OF GOALS OBJECTIVES AND POLICIES

The City of Imperial Beach has effectively carried out more than half of the programs and policies of the last Housing Element. Many goals were not met due to the lack of staffing at the City to accomplish the policy effectively or lack of developer interest.

The City is addressing these issues and is in the process of reviewing and assessing the City's housing needs, preparing development standards, and implementing a housing rehabilitation program utilizing CDBG funds that targets low income single family households.

The City is currently considering incentives, in addition to the density bonus, and researching affordable housing programs in order to create more opportunities for multifamily dwellings and to address the fair housing needs. However, as stated later in this document, the issues that were not adequately addressed in the previous Housing Element will be addressed in the "Policy and Programs" section of this document.

1.5.d. EVALUATION OF PROGRESS TOWARD MEETING COASTAL ZONE REQUIREMENTS

Section 65588 of the Government Code requires that, in housing element updates, coastal jurisdictions include the following information for the coastal zone:

1. Number of new units approved for construction after January 1, 1982
2. Number of units for low- and moderate-income households required to be provided in new housing developments either within the coastal zone or within three miles of it pursuant to Section 65590
3. Number of units occupied by low- and moderate-income households and authorized to be demolished or converted since January 1, 1982.
4. Number of units for low and moderate-income households required either within the coastal zone or within three miles in order to replace those being demolished or converted.

The City does not keep specific construction and demolition records for the Coastal Zone. However, approximately 2/3 of the City of Imperial Beach is in the Coastal Zone. Therefore, Coastal Zone activity is determined by calculating 2/3 of all activity in the City.

New Units

Table 5 shows the amount of new housing construction that occurred in Imperial Beach between 1982 and 2005. As shown, 1,614 new units were constructed citywide. Of these, an estimated 1,074 were in the Coastal Zone.

TABLE 5

NEW CONSTRUCTION IMPERIAL BEACH, 1982-2005

Year	Total Units	Unit Increase	2/3 Unit Increase	Year	Total Units	Unit Increase	2/3 Unit Increase
1982	8,195			1994	9,829	25	16
1983	8,216	21	14	1995	9,847	18	12
1984	8,337	121	80	1996	9,859	12	8
1985	8,519	182	121	1997	9,867	8	5
1986	8,741	222	147	1998	9,871	4	2
1987	8,885	144	96	1999	9,882	11	7
1988	9,283	398	265	2000*	9,739	-143	-95
1989	9,407	124	82	2001	9,753	14	9
1990	9,525	118	78	2002	9,786	33	22
1991	9,611	86	57	2003	9,804	18	12
1992	9,702	91	60	2004	9,814	10	6
1993	9,804	102	68	2005	9,812	-2	-1
Total Units: 9,812		Total Increase: 1,617		2/3 Increase: 1,072			
The 2000 US Census set a new benchmark for housing units which necessitated an adjustment to the data for 2000							

Source: California Department of Finance, 1982-2005; US Census 1990, 2000.

Number of Units for Low- and Moderate Income Households Required to be Provided in New Housing Developments

Government Code Section 65590 (d) (also known as the Mello Act) states that “new housing developments constructed within the coastal zone shall, where feasible, provide housing units for persons and families of low and moderate income, as defined in Section 50093 of the Health and Safety Code. Where it is not feasible to provide these housing units in a proposed new housing development, the local government shall require the developer to provide such housing, if feasible to do so, at another location within the same city or county, either within the coastal zone or within three miles of. In order to assist in providing new housing units, each local government shall offer density bonuses or other incentives including, but not limited to, modification of zoning and subdivision requirements, accelerated processing of required applications, and the waiver of appropriate fees.” “Feasible” is defined as “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, social and technical factors.”

Due to limited finances and the small scale of residential development in Imperial Beach, the City has not found that it is feasible to require the provision of housing units for low- and moderate-income families as part of new housing developments in the Coastal Zone. However, market rate prices in Imperial Beach have historically been affordable to low- and moderate-income families.

Government regulations have not been necessary to ensure this affordability, although this is changing as housing costs are on the rise throughout the region. The City will provide density bonuses for projects of five or more units that meet the State's density bonus requirements for affordability, however, the program is rarely utilized due to the smaller size of developments.

Demolished/Converted Low and Moderate Income Housing:

Table 6 shows the number of housing unit demolitions between 1982 and 2005. As shown, 225 units were demolished between 1982 and 2005. Using the 2/3 estimate, approximately 116 of the units were in the coastal zone. However, the City did not track the affordability of these units as none of the demolitions consisted of three or more dwelling units, thereby excluded from the requirement for replacement units as discussed below.

TABLE 6

HOUSING DEMOLITIONS IMPERIAL BEACH, 1982-2005

Year	Demolitions	Structures	Year	Demolitions	Structures
1982	1	1	1994	4	4
1983	10	10	1995	5	5
1984	13	13	1996	3	3
1985	24	24	1997	1	1
1986	36	36	1998	8	8
1987	19	12	1999	3	3
1988	13	13	2000	2	7
1989	6	6	2001	6	6
1990	8	8	2002	6	11
1991	8	8	2003	10	10
1992	7	5	2004	11	8
1993	7	5	2005	14	9
Total: 225					

Source: City of Imperial Beach Community Development Department

Number of Replacement Units for Low and Moderate Income Households

Government Code Section 65590 (1) states that Coastal Zone replacement requirements do not apply to the conversion or demolition of a residential structure which contains less than three dwelling units, or, in the event that a proposed conversion or demolition involves more than one residential structure, the conversion or demolition of 10 or fewer dwelling units. Therefore, as all of the City's demolitions were small in scale, no replacement units were required.

Additionally, the City was exempt from these requirements due to the exemption listed in Section 65590 (3), which states that the requirements for replacement dwelling units shall not apply to conversion or demolition of units within the jurisdiction of a local government which has within the area encompassing the coastal zone, and three miles inland there from, less than 50 acres, in aggregate, of land which is vacant, privately owned and available for residential use. In 1986, the earliest year for which records on vacant residential land were available, Imperial Beach had only 33 acres of vacant developable residential land. In 2005, there were less than six acres of vacant developable residential and mixed use commercial land.

1.6 COMMUNITY PROFILE

City of Imperial Beach

Imperial Beach, the "Most Southwesterly City in the Continental United States," is one of 18 incorporated cities located within San Diego County. It is bordered on the north by a U.S. Naval Communication Station within the City of Coronado's jurisdiction and the southern shore of San Diego Bay, on the east by the City of San Diego, on the south by the U.S./Mexican border, and on the west by the Pacific Ocean.

The first settlers came to the area known as Imperial Beach in the 1880's. The first subdivision was filed in 1887. Early subdivisions were intended to create a summer retreat beach resort for the residents of the warmer Imperial Valley, hence the name Imperial Beach. Imperial Beach was incorporated as a General Law City on July 18, 1956.

Imperial Beach contains an area of 4.5 square miles. Its coastal setting and Mediterranean climate provide a unique and attractive living environment. The City is almost entirely built out with a few vacant parcels. Future development will primarily take place through upgrading and reuse of existing parcels.

EXHIBIT 1 - REGIONAL LOCATION



EXHIBIT 2 – CITY OF IMPERIAL BEACH

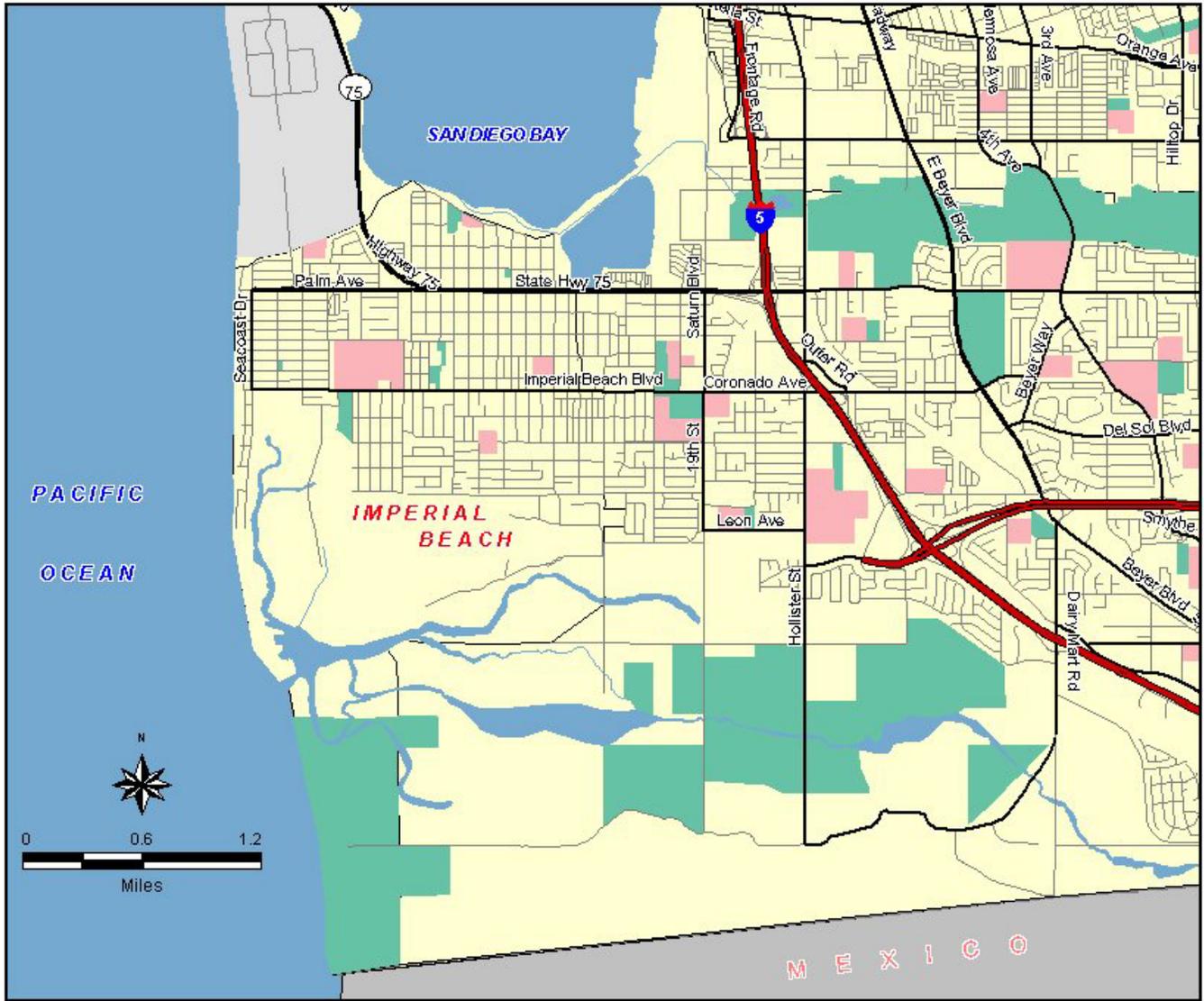
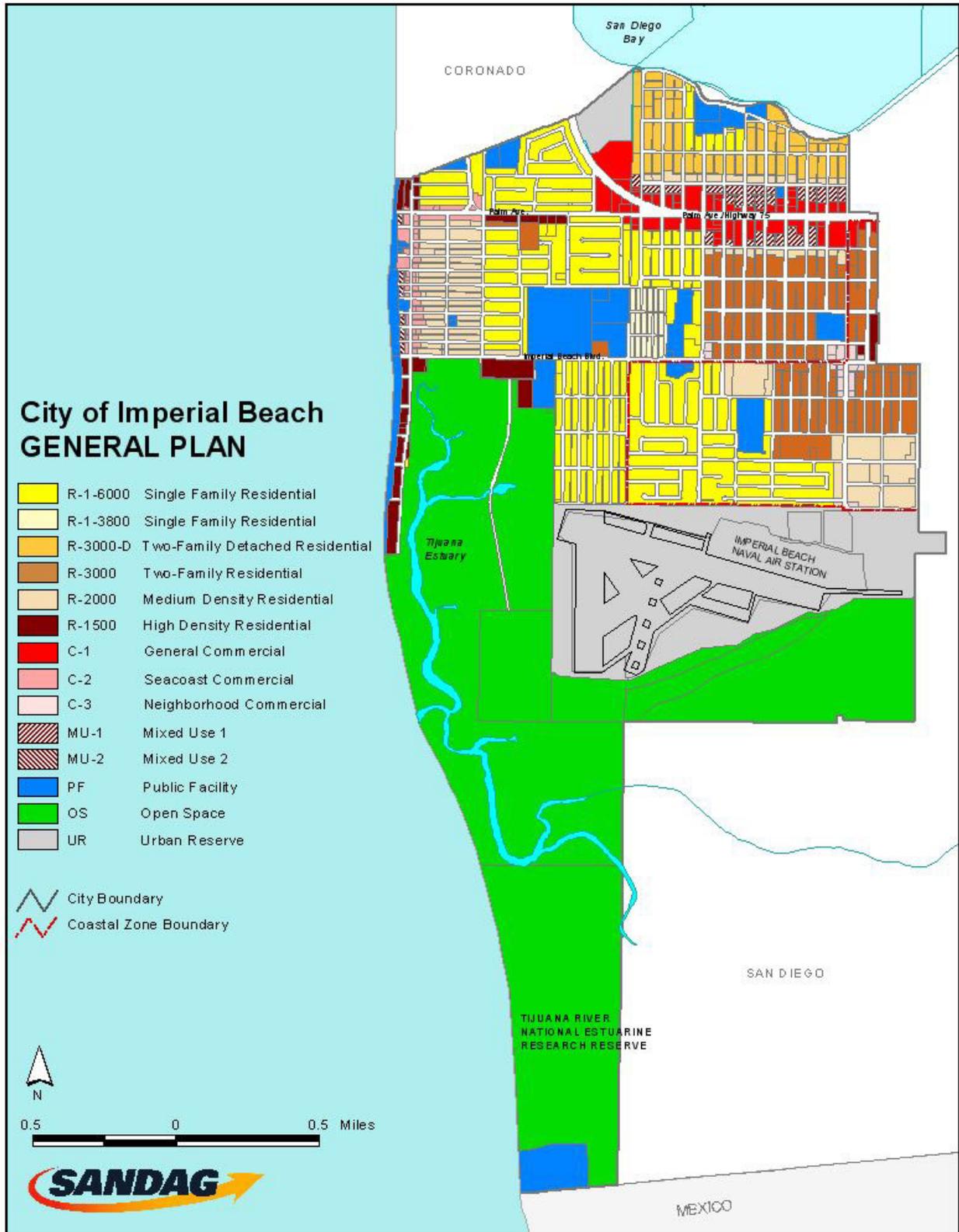


EXHIBIT 3 – CITY OF IMPERIAL BEACH LAND USE MAP



SECTION 2.0

EXISTING CONDITIONS AND DEMOGRAPHIC DATA

The purpose of this section is to summarize and analyze the existing housing conditions in the City of Imperial Beach. It consists of two major sections: Section 2.1 - Summary of Existing Conditions - an analysis of population trends, employment trends, household trends and special needs groups, and Section 2.2 – Inventory of Resources - an analysis of existing housing characteristics, housing conditions, vacancy trends, housing costs and availability, “at-risk housing” and suitable lands for future development.

2.1 SUMMARY OF EXISTING CONDITIONS

When evaluating housing needs, it is important to analyze demographic variables such as population, employment, and households, in order to assess the present and future housing needs of a city or county. This section presents data gathered from the following sources: 1990-2000 U.S. Census, State Department of Finance (Demographic Research Unit), Council of San Diego County Governments (SANDAG) and AnySite Technologies. See Appendix A for a complete list of data sources.

2.1.a. POPULATION TRENDS

Among the five cities located in San Diego County South Bay area, the City of Imperial Beach is fourth in numerical growth and the percentage of growth in population between 1990 and 2005. The City of Chula Vista had the highest proportionate growth and the City of San Diego had the highest numerical growth during the same period. Imperial Beach grew by 4.5 percent since 1990, or 0.3 percent annually. According to the California Department of Finance, Imperial Beach was fourth in population of the neighboring five south County cities.

**TABLE 7
POPULATION TRENDS - NEIGHBORING CITIES**

City	1990	2000	2005	Change (1990-2005)	
				Number	Percent
Imperial Beach City	26,512	26,992	27,710	1,198	4.5%
San Diego City	1,110,623	1,223,415	1,305,736	195,187	17.6%
Chula Vista	135,243	173,556	217,543	82,300	60.9%
National City	54,249	54,260	63,773	9,524	17.6%
Coronado	26,540	24,100	26,973	433	1.6%

Source: 1990 and 2000 Census; CA Department of Finance, 2005

The City's population has been increasing at a stable rate since 1990. Over the last fifteen years, the population in the City of Imperial Beach increased by 4.5 percent and is currently estimated at 27,710. Projections indicate that Imperial Beach will continue to experience moderate growth through 2010, reaching an estimated population of 28,615.

**TABLE 8
POPULATION TRENDS - CITY OF IMPERIAL BEACH**

Year	Population	Change	% Change	Annual % Change
1990	26,512			
2000	26,992	480	1.8%	0.2%
2005	27,710	718	2.7%	0.5%
2010	28,615	905	3.3%	0.6%

Source: 1990 and 2000 U.S. Census; CA Department of Finance, 2005; AnySite 2004

Over the last fifteen years there has been a numerical increase in every age group, with the exception of the 0-4 age group. The 45-54 age group experienced the largest numerical growth since the 2000 Census. According to AnySite Technologies, the 5-14, 25-34, and 35-44 age groups represent the largest age groups in the City. The percent of the population under twenty years of age represented 32.9 percent. The senior population, age 65 and over experienced an increase in the last fifteen years, representing 7.8 percent of the population in 2005. The median age increased from 25.7 to 27.1 years of age, which implies an aging population.

**TABLE 9
POPULATION BY AGE TRENDS - CITY OF IMPERIAL BEACH**

Age Group	1990		2000		2005	
	Number	Percent	Number	Percent	Number	Percent
0-4 years	2,957	11.1%	2,209	8.2%	2,328	8.4%
5-14 years	3,830	14.4%	4,476	16.6%	4,461	16.1%
15-19 years	1,980	7.4%	2,235	8.2%	2,328	8.4%
20-24 years	3,365	12.6%	2,740	10.2%	2,522	9.1%
25-34 years	6,254	23.6%	4,590	17.1%	4,572	16.5%
35-44 years	3,422	12.9%	4,215	15.6%	4,046	14.6%
45-54 years	1,739	6.5%	2,927	10.8%	3,325	12.0%
55-64 years	1,423	5.3%	1,483	5.5%	1,967	7.1%
65-74 years	1,107	4.2%	1,314	4.9%	1,219	4.4%
75-84 years	426	1.6%	659	2.4%	720	2.6%
85+ years	98	0.4%	132	0.5%	222	0.8%
Total	26,604	100%	26,980	100%	27,710	100%
Median Age	25.7		27.1		28.6	

Source: 1990 and 2000 US Census; AnySite 2004

According to the 2000 Census, persons who categorized themselves as Hispanic represent 39.8 percent of Imperial Beach's population and 26.7 percent of San Diego County's population. The City consists of 61.8 percent of white origin and 38.2 percent of all other races.

**TABLE 10
POPULATION BY RACE AND ETHNICITY - 2000**

<i>Category</i>	City of Imperial Beach		San Diego County	
	Number	Percent	Number	Percent
White	16,680	61.8%	1,867,337	66.4%
Black	1,376	5.1%	158,371	5.6%
Am. Indian	311	1.2%	23,513	1.1%
Asian	1,826	6.8%	248,653	8.8%
Pacific Islander	101	0.4%	13,482	0.5%
Other	4,805	17.8%	362,705	12.9%
Two or More Races	1,881	7.0%	139,772	5.0%
Hispanic Origin	10,732	39.8%	750,991	26.7%
TOTAL	26,980	100.0%	2,813,833	100%
Source: 2000 US Census				

2.1.b. EMPLOYMENT TRENDS

According to the 2000 Census, the top industry providing employment in Imperial Beach was Services, employing 38.4 percent of the labor force. This is a significant increase from the 1990 Census when 22.7 percent of the labor force was employed in Service. The next largest industries are Trade and Manufacturing, both of which have had substantial change from the 1990 census.

The City's labor force increased between 1990 and 2000, from 11,205 in 1990 to 12,223 in 2005. During this period, the unemployment rate has dropped from 10.3 percent to 9.1 percent. The percentage of employed persons has increased 1.2 percent in the past fifteen years, from 89.7 percent to 90.9 percent.

**TABLE 11
EMPLOYMENT BY INDUSTRY - CITY OF IMPERIAL BEACH**

Industry Employed	1990		2005	
	Number	Percent	Number	Percent
Agriculture, Forestry, Fisheries and Mining	141	1.3%	48	0.4%
Construction	660	5.8%	897	8.5%
Manufacturing	1,452	13.0%	949	9.1%
Transportation, Comm. and Public Utilities	660	5.8%	757	7.3%
Wholesale and Retail Trade	3,069	27.4%	1,673	16.0%
Finance, Insurance and Real Estate	583	5.2%	586	5.7%
Services	2,540	22.7%	4,571	43.6%
Public Administration	950	8.5%	979	9.4%
Labor Force	11,205		12,223	
Total Employed	10,055	89.7%	11,123	90.9%
Total Unemployed	1,150	10.3%	1,100	9.1%
Source: California EDD, 2005; AnySite 2004.				

According to the 2000 Census, only 12.6 percent of Imperial Beach City residents are also a part of the City's labor force. A majority of the City residents, 87.4 percent, work outside of Imperial Beach. Of those, 1.7 percent also worked outside the County. Between 1990 and 2000, commuting patterns have shifted toward longer commute times, with the greatest change being the increase in the 45+ minute commuters, 8.5 percent in 1990 to 14.7 percent in 2000. However, those who work outside of the County, decreased from 4.4 to 1.7 percent. This might indicate an increase in the traffic in the region, if there is both an increase in commute time, and a decrease in the number of people who work outside the County.

**TABLE 12
EMPLOYMENT BY COMMUTING PATTERNS (1990-2000)**

Commuting Pattern	1990		2000	
	Number	Percent	Number	Percent
Worked in Imperial Beach	1,340	11.3%	1,458	12.6%
Worked outside of Imperial Beach	10,506	88.7%	10,078	87.4%
Worked in the County	11,326	95.6%	11,341	98.3%
Worked outside County	520	4.4%	195	1.7%
Commute Time to Work				
0-14 Minutes	2,312	19.5%	2,138	18.5%
15-29 Minutes	5,530	46.7%	4,407	38.2%
30-44 Minutes	2,747	23.2%	2,957	25.6%
45+ Minutes	1,004	8.5%	1,692	14.7%
Worked at Home	253	2.1%	342	3.0%

Source: 1990, 2000 Census

The City of Imperial Beach has provided enough housing units in the last two decades to maintain its job to housing unit balance. In 1990 and 2000, the ratio of jobs to housing units remained at 1.2 percent. In addition, the percentage change in jobs outpaces that of the number of housing units.

**TABLE 13
JOBS TO HOUSING UNITS RATIO**

	1990	2000	Change
Jobs	11,205	11,536	3.0%
Housing units	9,525	9,272	-2.7%
Ratio	1.2	1.2	0.0%

Source: 1990, 2000 Census

2.1.c. HOUSEHOLD TRENDS

Households can form even in periods of static population growth as adult children leave home, through divorce, and with the aging of the population. The number of households in San Diego County has been increasing at a stable rate since 1990. Between 1990 and 2000, households increased by 10.8 percent to 994,539. Currently, there are an estimated 1,076,501 households in the County. Households are projected to continue increasing in the County by 1.3 percent annually through 2010.

Between 1990 and 2000, the City of Imperial Beach increased by 155 households or 1.7 percent. The 2000 Census reported a total of 9,271 households for the City. Currently, there is an estimated 9,341 households in the

City. Households are projected to increase by 0.2 percent annually over the next five years. The projected increase from 2005 to 2010 is a 0.9 percent change or 82 additional households.

**TABLE 14
HOUSEHOLD TRENDS**

Year	Households	Change	% Change	Annual % Change
CITY OF IMPERIAL BEACH				
1990	9,116			
2000	9,271	155	1.7%	0.2%
2005	9,341	70	0.7%	0.2%
2010	9,423	82	0.9%	0.2%
SAN DIEGO COUNTY				
1990	887,269			
2000	994,539	107,270	10.8%	1.1%
2005	1,076,501	81,962	7.6%	1.5%
2010	1,152,151	75,650	6.6%	1.3%

Source: 2000 US Census; CA Dept. of Finance, 2005

Households with one person experienced the largest growth rate between 1990 and 2000, with a proportionate increase from 17.8 percent of households to 21.4 percent. During the same time period, the households containing two, and three persons, decreased numerically and proportionately, while four person households decreased proportionately. In 2005, “large” households, containing five or more persons, and one-person households represent the largest numerical and proportional grain, while two-person households are still the largest group both numerically and proportionally at 28.9 percent and 2,793 households.

Household size percentages in San Diego County vary from those in the City of Imperial Beach. However, both City and County have shown growth in the one-person household, both numerically and proportionally in the past fifteen years. In both City and County the two-person household is still the largest, numerically and proportionally at 28.9 percent in the City and 32.3 percent in the County. Proportionally the County is more polarized than the City with 56.8 percent of the households being made up of one and two person households, compared to the City, which has 50.7 percent of its households made up of one and two person households. The County has also seen strong numerical growth for the past fifteen years in all of its households groups, whereas the City has seen population stagnation and population loss among its two, three and four person households.

**TABLE 15
HOUSEHOLD SIZE TRENDS**

Household Size	1990		2000		2005	
	Number	Percent	Number	Percent	Number	Percent
CITY OF IMPERIAL BEACH						
1 Person	1,623	17.8%	1,981	21.4%	2,034	21.8%
2 Person	2,805	30.1%	2,642	28.4%	2,697	28.9%
3 Person	2,029	22.3%	1,892	20.4%	1,829	19.6%
4 Person	1,477	16.2%	1,487	16.0%	1,465	15.7%
5+ Person	1,183	13.0%	1,272	13.7%	1,316	14.1%
SAN DIEGO COUNTY						
1 Person	203,282	22.9%	240,548	24.2%	264,691	24.5%
2 Person	299,503	33.8%	315,943	31.7%	349,237	32.3%
3 Person	150,861	17.0%	159,406	15.5%	173,056	16.0%
4 Person	125,591	14.2%	143,012	14.4%	152,335	14.1%
5+ Person	108,018	12.3%	140,316	14.1%	141,722	13.1%
Source: 1990 , 2000 Census; AnySite 2004						

Household size is an important indicator of the relationship between the population growth and household formation. For an example, if the persons-per-household is decreasing, then households are forming at a faster rate than population growth. Conversely, if the population were growing faster than households, then the persons-per-household rate would increase. The rate of growth in households in the City of Imperial Beach is greater than the population growth, therefore, household sizes have been gradually decreasing since 1990.

**TABLE 16
AVERAGE PERSONS-PER-HOUSEHOLD TRENDS**

Year	City of Imperial Beach	<i>San Diego County</i>
1990	2.91	2.81
2000	2.91	2.83
2005	2.87	2.64
Source:, 1990, 2000 Census; Anysite 2004		

In 1990, a large percentage of households, 46.6 percent, in the City had incomes less than \$25,000. During that same time, the households with incomes over \$75,000 accounted for 4.2 percent. Between 1990 and 2000, there were noticeable decreases in the number of households with incomes in the lower income ranges and increases in the number of households with incomes of \$25,000 and greater. The 2000 Census showed that the proportion of

households in the City of Imperial Beach, with incomes less than \$25,000 decreased to 29.5 percent from 46.6 percent in 1990. The majority of households, 55.9 percent, had incomes between \$25,000 and \$74,999. Households with incomes greater than \$75,000 represented 12.5 percent of all households. In 2005, it is estimated that 15.6 percent of households have incomes greater than, \$75,000, 28.6 percent have incomes less than \$25,000, and 35.3 percent have incomes between \$25,000 and \$50,000.

**TABLE 17
HOUSEHOLD INCOME - CITY OF IMPERIAL BEACH**

Income Ranges	1990		2000		2005	
	Number	Percent	Number	Percent	Number	Percent
Less Than \$10,000	1,281	14.0%	846	9.1%	839	8.7%
\$10,000-\$14,999	857	9.4%	586	6.3%	557	5.7%
\$15,000-\$24,999	2,120	23.2%	1,493	16.1%	1,375	14.2%
\$25,000-\$34,999	1,918	21.0%	1,561	16.8%	1,557	16.1%
\$35,000-\$49,999	1,742	19.1%	1,874	20.2%	1,860	19.2%
\$50,000-\$74,999	828	9.1%	1,753	18.9%	1,993	20.6%
\$75,000-\$99,999	253	2.8%	612	6.6%	776	8.0%
\$100,000+	127	1.4%	549	5.9%	732	7.6%
TOTAL	9,126	100%	9,274	100%	9,689	100%

Source: 1990 and 2000 Census; AnySite

Between 1990 and 2000, the median annual household income increased by over 34 percent in both the City and County. In 2000, San Diego County's median income was \$47,067, which is approximately \$11,200 more than the City's median income of \$35,882. Currently, the median household income in the City is estimated at \$38,949, a 8.4 percent increase above the 2000 number.

**TABLE 18
MEDIAN HOUSEHOLD INCOME TRENDS**

Year	Income	Change	% Change	Annual % Change
CITY OF IMPERIAL BEACH				
1990	\$26,468			
2000	\$35,882	\$9,414	35.6%	3.6%
2005	\$38,949	\$3,067	8.4%	1.7%
SAN DIEGO COUNTY				
1990	\$35,046			
2000	\$47,067	\$12,021	34.3%	3.4%
2005	\$52,040	\$4,973	10.6%	2.1%

Source: 1990 and 2000 US Census; AnySite

Median Family Incomes (MFI) and Income Group Limits are estimated and published annually by the US Department of Housing and Urban Development (HUD). Income group limits, consistent with government codes, are based on a Metropolitan Statistical Area or County MFI and adjusted for Census Current Population and American Community Surveys and Bureau of Labor Statistics data. The HUD MFI and Income Limits Table are used to determine eligibility for all government housing assistance programs nationwide. San Diego County and the City of Imperial Beach are in the San Diego MSA. The 2005 MFI for San Diego MSA is \$69,000 based on a 4-person household.

The established standard income groups are generally defined as: (1) Very Low-Income: households earning less than 50 percent of the Median Income; (2) Low-Income: households earning between 50 percent and 80 percent of the Median Income; (3) Moderate-Income: households earning between 80 percent and 120 percent of the Median Income; and (4) Above Moderate-Income: households earning over 120 percent of the Median Income.

Based on the 2005 HUD MFI, the proportion of very low and low-income groups comprises 68.1 percent of Imperial Beach City households. Approximately, 13.1 percent of households in the City are classified as Above Moderate Income.

**TABLE 19
HOUSEHOLDS BY INCOME CATEGORIES
CITY OF IMPERIAL BEACH
2005 MFI FOR SAN DIEGO MSA = \$69,000**

Income Category	Income Range	Percent
Very Low	Less Than \$34,500	43.8%
Low	\$34,501 - \$55,200	24.3%
Moderate	\$55,201 - \$82,800	18.8%
Above Moderate	Greater Than \$82,800	13.1%
Source: HUD, 2005		

Tenure, or the ratio between homeowner and renter households, can be affected by many factors, such as: housing cost (including interest rates, economics, land supply, and development constraints), housing type, housing availability, income status, job availability, and consumer preference.

Over the last fifteen years, owner households have out-paced renter households in the City of Imperial Beach. Both renter and owner households have experienced numeric increases between 1990 and 2005; however, the owner proportion continues to slowly increase.

In comparison to the City, the County has a much higher proportion of owner households. Although both owners and renters continue to increase numerically,

the proportion of owner households in the County is on a rise. In 2005, 56.2 percent of County households were owners, a difference of 25.3 percent from the City. Currently, it is estimated that the majority of households in the City are renters, comprising 69.1 percent of households, and the majority of households in the County are owners, comprising 56.2 percent of households.

**TABLE 20
TENURE**

Tenure	Imperial Beach City		San Diego County	
	Number	Percent	Number	Percent
1990				
Owners	2,668	29.3%	477,511	53.8
Renters	6,446	70.7%	409,769	46.2
2000				
Owners	2,782	30.0%	551,489	55.4
Renters	6,490	70.0%	443,188	44.6
2005				
Owners	2,986	30.9%	604,729	56.2
Renters	6,680	69.1%	471,768	43.8

Source: 1990, and 2000 US Census; AnySite 2004

2.1.d. OVERPAYMENT

Overpayment is an important measure of the affordability of housing within a city. Overpayment for housing is based on the total cost of shelter compared to a household's ability to pay. Specifically, overpayment is defined as a household paying more than 30 percent of their gross household income for shelter. According to the US Census, shelter cost is the monthly owner costs (mortgages, deeds of trust, contracts to purchase or similar debts on the property, taxes, and insurance) or the gross rent (contract rent plus the estimated average monthly cost of utilities).

In 2000, a total of 3,316, or 35.8 percent, of all households in the City of Imperial Beach pay in excess of 30 percent of their income for shelter. The number of owners versus renters overpaying was quite disparate, representing 634 owners and 2,682 renter households respectively. Based on 2,782 owners and 6,490 renters in the City in 2000, renters accounted for a higher percentage of households that overpaid, 41.3 percent compared to 22.8 percent of owners that overpaid for shelter. The overpayment situation is particularly critical for renters with annual incomes less than \$20,000.

The largest concentrations of the occupants of renter occupied units paying 30 to 34 percent of household income for rent are concentrated in the \$20,000-\$34,999 (very low/ low income) annual income range. Of the renter households in the City paying in excess to 35 percent of household income, the large majority

(45.4 percent, or 951 households) have annual income ranges between \$10,000 and \$19,999 annually.

The number of owners versus renters overpaying was disproportionate, representing 644 owners and 2,763 renter households respectively. The overpayment situation is particularly critical for renters with annual incomes less than \$34,999.

**TABLE 21
CITY OF IMPERIAL BEACH HOUSEHOLDS OVERPAYING
BY INCOME AND TENURE (2000)**

OWNER-OCCUPIED UNITS						
Income Range	Total Households	% of Total Households	0-20% of HH Income	20-29% of HH Income	30-34% of HH Income	35+% of HH Income
\$0-10,000	91	4.0%	0	7	0	77
\$10,000-19,999	155	6.8%	54	35	12	54
\$20,000-34,999	409	17.9%	254	47	17	91
\$35,000-49,999	462	20.3%	176	78	50	158
\$50,000 +	1,161	51.0%	628	258	87	98
Subtotal	2,278	100.0%	1,112	425	166	478
RENTER-OCCUPIED UNITS						
Income Range	Total Households	% of Total Households	0-20% of HH Income	20-29% of HH Income	30-34% of HH Income	35+% of HH Income
\$0-10,000	719	11.1%	0	56	11	568
\$10,000-19,999	1,125	17.3%	29	54	75	951
\$20,000-34,999	1,848	28.5%	152	760	421	499
\$35,000-49,999	1,343	20.7%	454	720	81	62
\$50,000 +	1,455	22.4%	1,124	309	81	14
Subtotal	6,490	100.0%	1,759	1,899	669	2,094
TOTAL	8,768		2,871	2,324	835	2,572
Source: U.S. Census, 2000 Population and Housing, Summary Tape File 3A- H73 and H97; Household Income in 1999 for specified renter-occupied housing units by gross rent as a percentage of household income, and Household Income in 1999 for specified owner-occupied units by selected monthly owner costs as a percentage of household income.						
<i>Note: Some households are not accounted for; therefore, figures may slightly differ for other U.S. Census estimates for Total Households.</i>						

Of all owner occupied households within the City that are considered to be extremely low-income, 246 (10.8 percent), 27.4 percent have a housing cost that is greater than 35 percent of the net household income. Similarly, of all renter occupied households that are considered to be extremely low-income within the City, 1,844 (28.4 percent), have a housing cost greater than 35 percent of the net household income. As indicated in Table 21 as renter household income

increases, the cost burden also decreases, indicating that the City does not have sufficient low income housing to support residents in the very low and extremely low income ranges.

Of all owner occupied households within the City, 163 (19.3 percent) are considered to be in the extremely-low income category and for 69.9 percent of those households, the cost of housing is greater than half of the net household income. Similarly, of all renter occupied households within the City, 1,310 (30.9 percent) are considered to be in the extremely-low income category and for 75.9 percent of those households; the cost of housing is greater than half of the net household income. As indicated in Table 22 as household income increases, the cost burden also decreases, indicating that the City does not have sufficient low income housing to support residents in the very low and extremely low income ranges.

**TABLE 22
HOUSING CONCERNS FOR ALL HOUSEHOLDS
CHAS DATA BOOK**

	Total Renters	Total Owners	Total Households
Household Income <=30% MFI	1,310	163	1,293
% with any housing problems	88.1%	76.1%	86.5%
% Cost Burden >30%	85.9%	76.1%	84.7%
% Cost Burden >50%	75.9%	69.9%	75.2%
Household Income >30% to <=50% MFI	1,172	254	1,426
% with any housing problems	91.6%	51.2%	84.4%
% Cost Burden >30%	80.9%	45.7%	74.6%
Household Income >50% to <=80% MFI	1,757	426	2,183
% with any housing problems	49.1%	35.7%	46.5%
% Cost Burden >30%	31.2%	30.3%	31.1%

Source: State of the Cities Data Systems: Comprehensive Housing Affordability Strategy (CHAS) Data.

2.1.e. HOUSING UNITS

According to the 2000 census, Imperial Beach had a total of 9,739 housing units, of which 9,272 were occupied. The highest percentage of owners, 56.1 percent, lived in single-family homes. A majority of renters, 80.0 percent, lived in multifamily housing, consisting of three or more units, and 38.2 percent lived in single-family housing. The California Department of Finance estimates that in 2005 there are 9,812 housing units in the City, with 9,341 occupied.

**TABLE 23
CITY OF IMPERIAL BEACH HOUSING TYPE BY TENURE (2000)**

Units in Structure	Total Units	Owner Occupied	Percent Owner Occupied	Renter Occupied	Percent Renter Occupied
1, Detached	3,898	2,187	56.1	1,711	43.9
1, Attached	673	142	21.1	531	78.9
2	490	54	11.0	436	89.6
3 or 4	532	29	54.5	503	94.5
5 to 9	1,774	71	4.0	1,171	66.0
10 to 19	1,106	42	3.8	1,064	96.2
20 or more	1,059	39	3.7	1,020	96.3
Mobile home	179	133	74.3	46	25.6
Other	93	85	91.4	8	8.6
Total	9,272	2,782	30.0	6,490	70.0

Source: 2000 Census

2.1.f. SPECIAL NEEDS

As noted in Government Code Section 65583(a)(6), within the overall housing needs assessments there are segments of the population that require special housing needs. Generally, these are people who are low income and have less access to housing choices. Groups of the population that require special housing needs include the elderly, disabled, female-headed households, large households, farmworkers, and the homeless.

2.1.f(1) Elderly

Elderly persons often age in-place, living in housing that is too expensive for their fixed incomes or structurally does not accommodate specific needs for assistance. Even though senior citizens may have difficulty living in their own home, they do not often have the options or mobility afforded to other segments of the population. They commonly have to leave their home community and relocate away from family and friends once they do find a suitable unit. The purpose of this section is to determine the housing needs for all needs segments of the elderly community. The senior population is defined as persons over the age of 65 years.

In 1990, there were 1,631 seniors in Imperial Beach, representing 4.9 percent of the total population in the City. Between 1990 and 2000, the senior population increased at a rate of 2.9 percent annually. In 2000, the senior population was

2,105. Currently, the senior population is estimated at 2,170 persons and is expected to increase at a rate of 0.6 percent annually over the next five years.

**TABLE 24
CITY OF IMPERIAL BEACH SENIOR POPULATION TRENDS (65+)**

Year	Number	Change	% Change	Annual % Change
1990	1,631			
2000	2,105	474	29.1%	2.9%
2005	2,170	65	3.1%	0.6%
2010	2,348	178	8.2%	1.6%
Source: 1990 and 2000 Census; AnySite 2004				

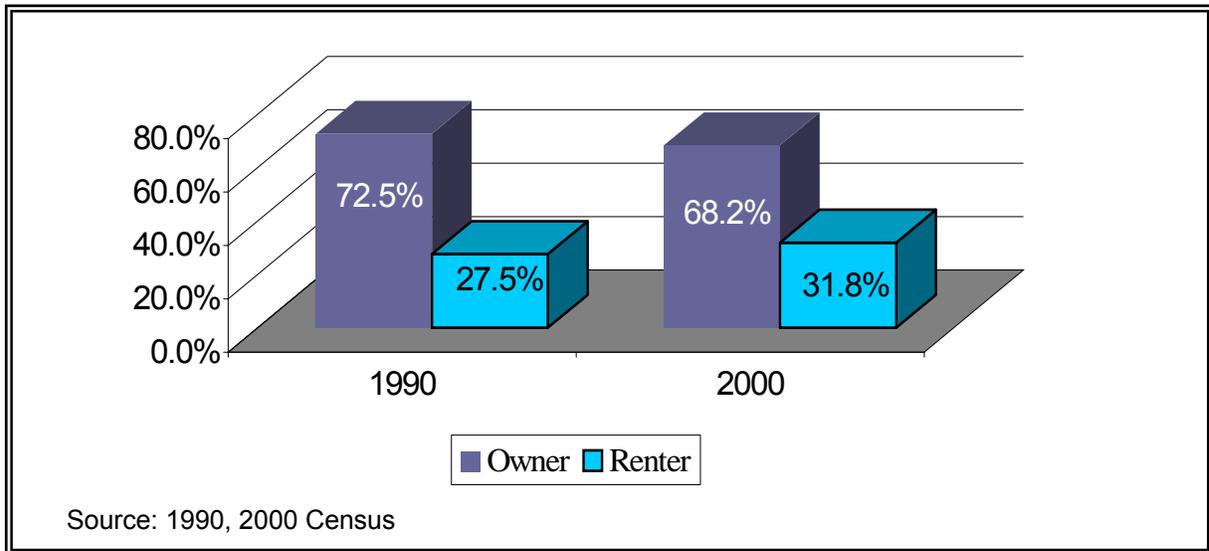
Between 1990 and 2000, the City's senior households increased by 29.8 percent. In 2000, seniors accounted for 13.9 percent of householders in the City. Currently, senior households comprise approximately 14.0 percent of all households. The annual change for senior households is projected to increase at a rate of 1.6 percent over the next five years.

**TABLE 25
CITY OF IMPERIAL BEACH SENIOR HOUSEHOLD TRENDS (65+)**

Year	Number	Change	% Change	Annual % Change
1990	993			
2000	1,289	296	29.8%	3.0%
2005	1,356	67	5.2	1.0%
2010	1,467	111	8.2	1.6%
Source: 1980 – 2000 Census; AnySite 2004				

In 1990, 27.5 percent of the City's senior households were renters. In the State, 27.7 percent of senior households were renters, while 24.7 percent of San Diego County senior households rented their housing. Change in the proportion of senior renters is dependent on the quantity of housing options and the propensity to convert from ownership. In 2000, the proportion of the City's senior renters decreased, by 0.8 percent. Senior homeowners represented 64.8 percent, or 158, of senior households in 2000.

**CHART 1
CITY OF IMPERIAL BEACH SENIOR HOUSEHOLDS
BY TENURE (1990- 2000)**



In 1990, 29.7 percent of all senior citizen households had incomes below \$20,000. According to AnySite Technologies, that proportion has decreased by 2.7 percent to 27.0 percent of senior households. The greatest gains in the last decade were in the income groups above \$60,000. In 1990, 60.9 percent of the senior households had incomes between \$20,000 and \$50,000, while in 2005, 35.4 percent of Imperial Beach’s senior population was within this income range.

**TABLE 26
CITY OF IMPERIAL BEACH SENIOR HOUSEHOLDS BY INCOME (1990-2000)**

Income Range	1990		2005		Change	
	Number	Percent	Number	Percent	Number	Percent
Less Than \$10,000	191	19.2%	208	15.3%	17	8.9%
\$10,000-\$19,999	104	10.5%	159	11.7%	55	52.9%
\$20,000-\$29,999	262	26.4%	187	13.8%	-75	-28.6%
\$30,000-\$39,999	166	16.7%	164	12.1%	-2	-32.6%
\$40,000-\$49,999	177	17.8%	129	9.5%	-48	-27.1%
\$50,000-\$59,999	38	3.8%	111	8.2%	73	192.1%
\$60,000-\$74,999	20	2.0%	156	11.5%	136	680.0%
\$75,000-\$99,999	22	2.2%	122	9.0%	100	454.5%
\$100,000+	13	1.3%	120	8.8%	107	823.1%
TOTAL	993	100.0%	1,356	100.0%	363	36.6%

Source: 1990, 2000 Census

Eligibility for federal programs is based on the median income of the County or

statistical area in which the project or program is located. Eligibility for seniors will be based on \$55,200, which is for a two-person household, according to the 2005 HUD Income Limits in San Diego County. The following table is based on the estimated senior household income for 2005.

Senior households classified as Very Low-Income are those with annual incomes less than \$27,600. They represent 37.5 percent of all senior households in the City. Low-Income senior households have incomes between 50 and 80 percent of AMI, and households represent 19.4 percent of all senior households. Moderate-Income households have annual incomes between 80 and 120 percent of AMI, and represent 18.6 percent of senior households. Senior households with incomes classified as Above Moderate-Income, or having incomes greater than \$66,240, represented 24.5 percent of all senior households in the City of Imperial Beach.

**TABLE 27
SENIORS HOUSEHOLDS BY 2005 INCOME CATEGORIES
CITY OF IMPERIAL BEACH**

Income Category	Income Range	Percent
Very Low	Less Than \$27,600	37.5%
Low	\$27,601 - \$44,160	19.4%
Moderate	\$44,161 - \$66,240	18.6%
Above Moderate	Greater Than \$66,240	24.5%
Source: California State Income Limits		

Senior Housing Ordinance

Pursuant with the 1994 Zoning Code, senior housing development is allowed in any residential zone within the City. “Senior housing development” means a residential project which may exceed the maximum density permitted for families in the zone in which it is located and which is established and maintained for the exclusive use of low-income or moderate-income senior residents.

Because the residents of such developments have dwelling characteristics which differ from those of families and younger persons, it is not appropriate to apply all of the normal zoning standards, therefore with the processing of a conditional use permit for such developments, the Planning Commission and the City Council may make exceptions to the density, off-street parking, minimum unit size, open space and such other requirements as may be appropriate. The Planning Commission and City Council may also adjust required setbacks, building height and yard areas as appropriate to provide an adequate living environment, both within the development and on nearby properties.

There are few services and facilities available for senior citizens in Imperial Beach. The following is a list of the current services and facilities that

exist:

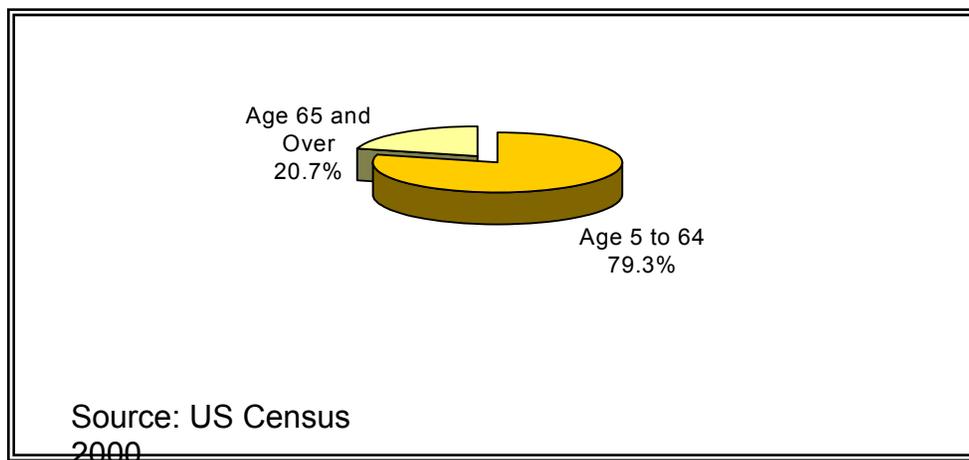
- Care Facilities: There are three licensed care facilities in the area. The Sun and Sea Manor has a 32-bed capacity, the Imperial Guest Home is licensed for 6 beds and Camozzi Golden Years Inn is licensed for 6 beds.
- Senior Housing: The City of Imperial Beach has one senior apartment complex with 99 units financed by the HUD section 202 program. All of the units are rental assisted.
- Transportation: Metropolitan Transit Systems (MTS) provides transportation services in Imperial Beach and throughout San Diego County's incorporated cities.

2.1.f(2) Disabled Persons

There are three types of disabled persons that are considered as having special housing needs: Physically Impaired, Mentally, and Developmentally Disabled. Each type is unique and requires specific attention in terms of access to housing, employment, social services, medical services and accessibility to housing.

In 2000, a total of 4,404 persons, or 24.7 percent of the population in the City had some type of disability. Of these, 79.3 percent, or 3,493 persons were between the ages of 5 and 64, and the remaining 911 were 65 years of age or older.

CHART 2
CITY OF IMPERIAL BEACH DISABLED PERSONS BY AGE (2000)



According to the 2000 Census, 45.6 percent of persons 16 to 64 years of age with a work disability were not employed. With no means to support daily living, those 867 disabled persons who are not employed may be in need of housing assistance. Multifamily housing targeting disabled persons would be allowed in the R-1500 District. St. James Plaza senior

apartments have units reserved for the elderly disabled. A policy of the City will be to promote the construction of additional housing targeting the disabled.

**Table 28
Disabled Persons with work Disability By employment Status**

Work Disability Status	16-64 years	
	Number	Percent
Not Employed	867	45.6%
Employed	1,035	54.4%
TOTAL	1,902	100.0%

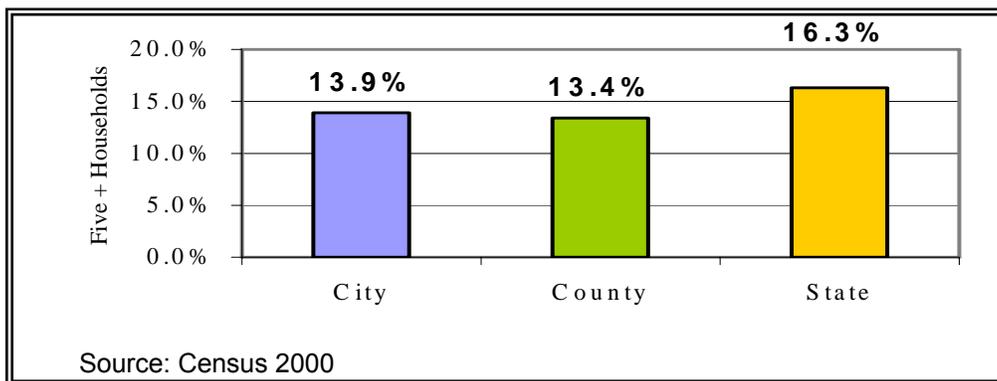
Source: 2000 Census

2.1.f(3) Large Households

For the purposes of this section, large households are defined as households consisting of five or more persons. Generally, the needs of large families are not targeted in the housing market, especially in the multifamily market. This subsection explores the availability of large housing units in Imperial Beach.

According to the 2000 Census, 13.7 percent or 1,292 of Imperial Beach City households were large households, consisting of five or more persons. Both the City and the County had a smaller portion of large households than the State’s large household percentage of 16.3 percent, during the same period. The City is currently estimated to have 1,359 large households, or 14.1% of total households.

**CHART 3
LARGE FAMILIES (2000)**



Generally, two-bedroom units are considered to be the most common bedroom type in the housing market. However, according to the 2000 Census, the City of Imperial Beach housing stock also has a large proportion of three-bedroom units. The predominant rental unit type in 2005 was two-bedroom units, representing

40.1 percent of the rental housing. The majority of owner households consisted of three-bedrooms, representing 53.7 percent of owner-occupied housing units. Four or more bedroom units represented only 5.1 percent of all occupied housing, 1.4 of all rental units, and 13.7 percent of all owner-occupied units in the City of Imperial Beach.

**TABLE 29
CITY OF IMPERIAL BEACH BEDROOM TYPES BY TENURE (2000)**

Bedroom Type	Owner Units		Renter Units		Total	
	Number	Percent	Number	Percent	Number	Percent
0 BR	97	3.5%	733	10.6%	830	9.0%
1 BR	304	10.9%	1,983	28.6%	2,287	24.7%
2 BR	506	18.2%	2,785	40.1%	3,291	35.4%
3 BR	1,494	53.7%	895	12.9%	2,389	25.8%
4 BR	328	11.8%	81	1.2%	409	4.4%
5+ BR	53	1.9%	13	0.2%	66	0.7%
TOTAL	2,782	100.0%	6,940	100.0%	9,272	100.0%

Source: 2000 Census

Large households, consisting of five or more persons, are generally known to have lower incomes than smaller households, frequently resulting in occupying smaller dwelling units, and the acceleration of housing unit deterioration. According to the 2000 Census, there were 1,292 large households in the City and 475 housing units with four or more bedrooms. This indicates a severe shortage of large housing units available in the City. Since 1990, the number of large households in Imperial Beach has increased by 10.0 percent and consequently has increased the demand for larger units. Imperial Beach Gardens Apartments are the only affordable apartments within the City that have three bedrooms.

**TABLE 30
CITY OF IMPERIAL BEACH TENURE BY HOUSEHOLD SIZE**

Household Size	1990				2000			
	Owner	Renter	Total	Percent	Owner	Renter	Total	Percent
1 Person	545	1,065	1,610	17.7%	626	1,359	1985	21.4%
2 Persons	959	1,841	2,800	30.8%	1,001	1,671	2672	28.8%
3 Persons	438	1,586	2,024	22.2%	463	1,381	1844	19.9%
4 Persons	323	1,148	1,471	16.2%	412	1,067	1479	16.0%
5 Persons	233	487	720	7.9%	134	581	715	7.7%
6 Persons	90	160	250	2.8%	62	293	355	3.8%
7 + Persons	56	149	205	2.3%	84	138	222	2.4%
Total	2,644	6,436	9,080	100.0%	2,782	6,490	9,272	100.0

2.1.f(4) Farmworkers

Estimating farmworkers and those households associated with farm work within the State is extremely difficult. Generally, the farmworker population contains two segments of farmworkers: permanent and migratory (seasonal) farmworkers. The permanent population consists of farmworkers who have settled in the region and maintain local residence and who are employed most of the year. The migratory farmworker population consists of those farmworkers who typically migrate to the region during seasonal periods in search of farm labor employment. Traditional sources of population estimates, including the 2000 Census, have tended to significantly underestimate farmworker population. Moreover, different employment estimation techniques result in diverse estimates of local agricultural employment. Nonetheless, a range of estimates of farmworkers in the State can be derived. Further, by applying assumptions derived from surveys specifically targeted toward farmworkers, aggregate population (both workers and households) can be estimated. These estimates indicate that the average annual employment of farmworkers in California is about 350,000, with peak periods of employment being about 450,000. Between 650,000 and 850,000 farmworkers contribute to the annual farm labor employment. The total population (including family members) associated with these workers is between 900,000 and 1.35 million persons.

According to the 2000 Census, 0.4 percent of the City’s labor force was employed in the farming, fishing and forestry occupation, which was a decrease of 66.0 percent, or 93 farmworkers, since the 1990 Census. It is assumed that the majority of these persons are employed in the fishing industry.

**TABLE 31
FARMWORKERS**

INDUSTRY	CITY				COUNTY	
	1990		2000		2000	
	Number	Percent of Total Employment	Number	Percent of Total Employment	Number	Percent of Total Employment
Farming, Fishing and Forestry	141	1.3%	48	0.4%	11,014	2.4%
Total Labor Force	11,205		11,897		460,400	

Source: 1990, 2000 Census,

The City of Imperial Beach can accommodate the development of farmworker housing in any zone that permits the type of housing being built (i.e., multifamily or single family) without any special conditions. Because the percent of the City’s farmworker population is small, the housing needs of this group are addressed through its standard affordable housing strategies.

2.1.f(5) Single-parent Households

Single-parent households are considered a special needs group due to the need for reasonable day care, health care, and affordable housing. A significant portion of single-parent households has a female as the head of the household. Single-parent households often have lower incomes, limiting their access to available housing, and are at risk of becoming homeless or cost burdened by housing costs.

The 2000 Census counted 2,254 family households with children under 18 years of age in the City of Imperial Beach. Of these households 1,518 or 35.7 percent are headed by a single parent.

**TABLE 32
CITY OF IMPERIAL BEACH HOUSEHOLD TYPE AND PRESENCE
OF CHILDREN 18 YEARS OLD AND UNDER (2000)**

Household Type	Number*	Percent
Family Households	4,248	45.8%
With Children Under 18 Years Old	2,254	53.1%
With No Children	1,994	46.9%
Female Householder, no husband present	1,702	18.4%
Female Householder With Children*	1,154	67.8%
Female Householder With No Children*	548	32.2%
Male Householder With Children*	364	3.9%
Non-family Households	712	7.7%
TOTAL Households	9,274	
Source: 2000 Census * No spouse present		
Note: * Number of households is not mutually exclusive		

In the City of Imperial Beach, 931 or 14.1 percent of the total family households were below the 2000 Census poverty level. Approximately, 51.2 percent (477) of the family households below poverty level were female-headed households. Of the female-headed households below poverty level, 93.1 percent (444) had children under 18 years of age.

**TABLE 33
HOUSEHOLDS BY POVERTY LEVEL
CITY OF IMPERIAL BEACH - 2000**

Family Households	Number	Percent
Total Families with Income in 1999 below Poverty Level	931	14.1%
Total Families with Children Under 18 year of age with Incomes in 1999 below Poverty Level	819	12.4%
Total Family Households	6,581	
Female Householder in 1999 below Poverty Level	477	28.0%
Female Headed Households with Children Under 18 years of age in 1999 below Poverty Level	444	26.1%
Total Female Householders	1,702	
Source: 2000 Census		

2.1.f(6) Homeless Persons (Persons in Need of Emergency Shelter)

The City of Imperial Beach, with the assistance and participation of its local service providers, maintains a continuum of care for the homeless population and to those facing the possibility of homelessness. The continuum of care begins with the assessment of the homeless individual or family; then refers to appropriate housing where supportive services are provided to prepare them for independent living. The goal of a comprehensive homeless service system is to ensure that homeless individuals and families move from homelessness to self-sufficiency, permanent housing, and independent living

Due to their transient nature, it is difficult to count the number of homeless in any one area. It should also be noted that there are generally two types of homeless - the "permanent homeless," who are the transient and most visible homeless population, and the "temporary homeless," who are homeless usually due to eviction and may stay with friends, family, or in a shelter or motel until they can find a permanent residence. The farm worker and day-laborer are most appropriately classified a part of the temporary homeless population.

The San Diego Regional Task force on Housing the Homeless and the San Diego County Sheriff's Department estimate the number of homeless persons living in Imperial Beach to be 8 to 12 persons, all single men. Services for the homeless are available in nearby Chula Vista, the nearest provider is South Bay Community Services Agency.

Special needs resources/Emergency shelters

Homelessness continues as a regional and national issue. Factors contributing to the rise in homelessness include the general lack of housing affordable to lower income persons, increases in the number of persons whose incomes fall below the poverty level, reductions in public subsidies to the poor, alcohol and substance abuses, and the de-institutionalization of the mentally ill. Homeless people, victims of abuse, and other individuals represent housing needs which are not being met by the traditional housing stock. These people require temporary housing and assistance at little or no cost to the recipient.

The City specified, with the adoption of Ordinance No. 2002-986, that those uses classified as a group home could only be located in the C-1 General Commercial Zone with a conditional use permit. Residential occupancy or single room occupancy hotels can also be an important component of the special needs housing picture. SRO's can provide low cost housing for those in the extremely low and very low income categories, and can also play a role in the transitioning process from homelessness to more permanent housing. The City's current zoning ordinance does not reference homeless shelters or SRO units. However, Policy 1-3-6, Program R, will institute a zoning ordinance amendment in accordance with SB2. Please see the Policies and Programs chapter found at the end of this element for the full program definition.

Currently, in order to attain approval for these types of projects, the planning department first reviews the site design in order to ensure that the project's plan is consistent with building and development standards. After the plan is reviewed, the emergency shelter would go before the Design Review Board for a recommendation, and to the City Council for final approval. Permit conditions on this type of housing are limited to those necessary to meet building codes and development standards as described under the zoning ordinance. While there is currently not a need for homeless shelters in the City, should one be proposed, the City approval procedures, concurrent possessing, and incentives offered under the Policies and Programs chapter found at the end of this element, would help facilitate and encourage the development of this special need housing.

If and when an emergency shelter is proposed, it would be processed in the same manner as other multiple-family projects. Objective 1-3, encouraging the development of housing and programs to assist special needs persons, found in the Goals, Objectives, Policies, and Programs (Section 4.1) chapter found at the end of this Housing Element would help facilitate and encourage the development of this special need housing. The City will identify a zoning district that permits shelters by right. The City will also demonstrate sufficient capacity to develop a shelter within the next year.

Special Needs Resources/Transitional and Supportive Housing

Transitional Housing is defined as interim housing helping families move from homelessness to self-sufficiency by providing short-term housing (usually two years) at extremely low rent to qualified families. This type of housing is considered multifamily in nature and is permitted in the high-density multifamily residential district. This is the best zoning category for this type of special needs housing because it conforms most closely to multifamily zoning development standards and is closest to public services and transportation. Objective 1-3, encouraging the development of housing and programs to assist special needs persons, found in the Goals, Objectives, Policies, and Programs (Section 4.1) chapter found at the end of this Housing Element would help facilitate and encourage the development of this special need housing.

The County as a continuum of care generally provides services for the homeless. The continuum of care begins with the assessment of the homeless individual or family then refers to appropriate housing where supportive services are provided to prepare them for independent living. The goal of a comprehensive homeless service system is to ensure that homeless individuals and families move from homelessness to self-sufficiency, permanent housing, and independent living.

The following table is a list of emergency assistance and shelters for persons in need of transitional and permanent housing in the South Bay region of San Diego County.

**TABLE 34
EMERGENCY SHELTER AND SERVICES FOR THE HOMELESS
THE SOUTH BAY REGION OF SAN DIEGO**

Shelter	Population Served	# Beds	City
Case Management Agency			
Lutheran Social Services Project Hand	General Population General Homeless	NA	Chula Vista
M.I.T.E. Options South Bay Families with Children Substance Abuse Treatment	Families	NA	Chula Vista
MAAC Project South Bay	General Population General Homeless	NA	Chula Vista
The Salvation Army Chula Vista Family Services	General Population General Homeless		Chula Vista
Emergency Shelter			
Ecumenical Council of San Diego ISN Rot'I Shelter- South Bay	General Population General Homeless	12	Regional
South Bay Community Services Casa Nuevo Vida I	Families with Children General Homeless	54	
South Bay Community Services La Nuevo Aurora	Families with Children Victims of Domestic Violence	12	Chula Vista
Transitional Shelter			
AAC Project Nosotros	Adult Men Substance Abuse Treatment	Unknown	Chula Vista
South Bay Community Services Casa Nuestra Shelter	Homeless Youth General Homeless	Unknown	Chula Vista
South Bay Community Services Casa Segura I & II	Women with Children Victims of Domestic Violence	50	Chula Vista
South Bay Community Services Casas	Families with Children General Homeless	7	Chula Vista
South Bay Community Services Casas de Transition	Families with Children General Homeless	73	Chula Vista
South Bay Community Services Trolley Trestle	Adult Men and/or Women General Homeless	10	Chula Vista
South Bay Community Services Trolley Trestle	Families with Children General Homeless	10	Chula Vista
South Bay Community Services Victorian Heights	Women with Children Victims of Domestic Violence	38	National City
Vouchers			
South Bay Community Services Hotel Voucher	Families with Children General Homeless	NA	Chula Vista
Source: San Diego Regional Task Force on Homeless			

Based upon the availability of these resources, the City believes the existing demand for homeless housing is being met. For additional programs designed to meet the demand for homeless persons or for emergency shelters, see *Policies and Programs 1-3, and Program I and J in Table 63.*

2.1.g. OVERCROWDING

An overcrowded unit is defined by the Census as having 1.01 persons or more per room, excluding kitchens and bathrooms. A severely overcrowded unit has 1.5 or more persons per room. Generally, a room is defined as a living room, dining room, bedroom, or finished recreation room.

While family size and tenure are critical determinants in overcrowding, household income also plays a strong role in the incidence of overcrowding. As a general rule, overcrowding levels tend to decrease as income rises, especially for renters (particularly for small and large families). The rate of overcrowding for lower income housing, including extremely-low and very low-income households is generally nearly three times greater than households over 95 percent of the area median income. As with renters, owner households with higher incomes have lower rates of overcrowding.

Between 1980 and 1990, the percentage of overcrowded households in California nearly doubled from 6.9 percent to 12.3 percent. Census 2000 reports more than 15 percent of California households were overcrowded with overcrowding most common among low income households, and most prevalent in renter housing. Roughly 24 percent of renter households statewide were overcrowded; in some counties, nearly a third of renter households were overcrowded. One quarter of all overcrowded renter households contained more than one family. Of all owner and renter overcrowded households, estimates are that more than half are severely overcrowded (more than 1.5 persons per room). As indicated in Table 35, 3.4 percent of owner-occupied households and 13.9 percent of renter-occupied units are considered to be severely overcrowded in Imperial Beach.

**TABLE 35
OVERCROWDED UNITS BY TENURE – 2000**

Persons per Room	OWNER		RENTER		TOTAL OVERCROWDED	
	Households	Percent	Households	Percent	Households	Percent
0.50 or less	1,653	59.4%	2,133	32.9%	3,786	40.8%
0.51 to 1.00	916	32.9%	2,790	42.9%	3,706	39.9%
1.01 to 1.50	120	4.3%	669	10.3%	789	8.5%
1.51 to 2.00	57	2.0%	604	9.3%	661	7.1%
2.01 or more	36	1.4%	294	4.6%	330	3.7%
Total	2,782	100.0%	6,490	100.0%	9,272	100.0%
% Overcrowded by Tenure		7.7%		24.2%		19.3%

Source: 2000 Census

2.2 INVENTORY OF RESOURCES

2.2.a. EXISTING HOUSING CHARACTERISTICS

The proportion of units by housing type has remained stable through the last 15 years. Single-family units comprise the majority of the housing stock within the City. In 1990, 48.3 percent of the housing stock was single-family units, decreasing to 47.9 percent in 2000. Between the 1990 and 2000 census, 5+ housing unit structures slightly increased, where in 1990 they represented 36.7 percent of the units and in 2000 they represented 37.7 percent of the housing stock. Between 2000 and 2005, the number of housing units in the City of Imperial Beach increased by 73 units.

TABLE 36
HOUSING UNITS BY TYPE - CITY OF IMPERIAL BEACH

Unit Type	1990		2000		2005	
	Number	Percent	Number	Percent	Number	Percent
Single Family	4,598	48.3%	4,666	47.9%	4,723	48.1%
Duplex	404	4.2%	490	5.1%	492	5.0%
3-4 Units	610	6.4%	567	5.8%	567	5.8%
5+ Units	3,494	36.7%	3,676	37.7%	3,690	37.6%
Mobile Home & Other	419	4.4%	340	3.5%	340	3.5%
TOTALS	9,525	100.0%	9,739	100.0%	9,812	100.0%

Source: 1990, 2000 US Census, California Department of Finance, January 2005

2.2.b. HOUSING CONDITIONS

In June 2005, a windshield survey of Imperial Beach was conducted by Laurin Associates to identify the general housing conditions. The condition of housing was assessed by an exterior survey of quality, condition and improvement needed. Each residential structure was scored according to structural criteria established by the State Department of Housing and Community Development (HCD). There are five structural categories: foundation, roofing, siding, windows, and electrical. Based on scores assigned to the five categories, each housing structure was rated as being in sound or dilapidated condition, or in need of minor, moderate, or substantial repairs.

Laurin Associates conducted the Housing Condition Survey applying a conservative assessment of each housing unit. The condition of each housing unit type is summarized in Table 37. The majority of housing units, 66.7 percent, were found to be in sound condition, though 33.3 percent are considered to need some form of rehabilitation.

**TABLE 37
HOUSING CONDITION SURVEY SUMMARY- 2005**

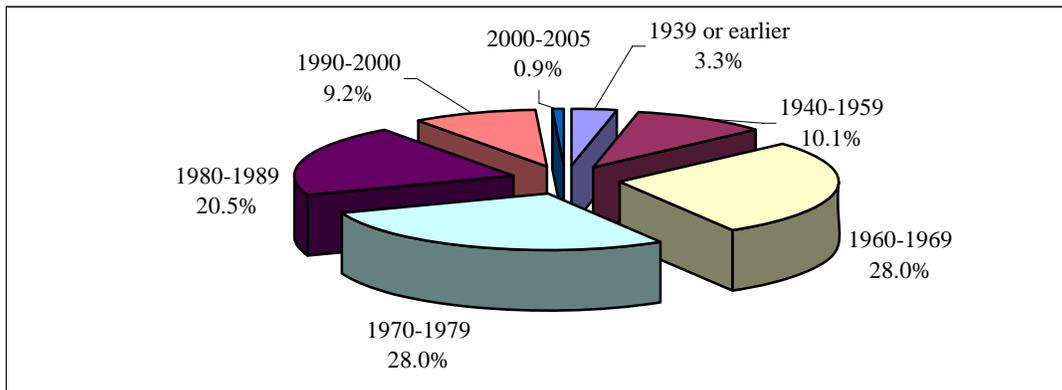
<i>Type of</i>	Single Family	Multifamily	Total
Condition	Percent	Percent	Percent
Sound	63.7%	72.0%	66.7%
Minor	24.9%	20.0%	23.1%
Moderate	10.9%	7.7%	9.8%
Substantial	0.5%	0.3%	0.4%
Dilapidated	0.0%	0.0%	0.0%

Source: City of Imperial Beach, June 2005

In 2005, the City contracted with McNeil Infill Development Corporation to rehabilitate 15 units using about \$1 million of redevelopment bond funds and tax increment funds. This would be the City’s first housing rehabilitation project.

Approximately 56.0 percent of the total housing stock (occupied and vacant units) was built between 1960 and 1979. The second largest percentage of housing was built between 1980 and 1989, comprising 20.5% of the current housing stock. Only 9.2 percent of the housing stock was built between 1990 and 2000 and 0.9 percent built between 2000 - 2005.

**CHART 4
HOUSING UNITS BY YEAR BUILT -CITY OF IMPERIAL BEACH**



Source: 2000 Census; California Department of Finance 2005

2.2.c. RESIDENTIAL CONSTRUCTION TRENDS

Approximately 99 housing units were constructed in the City of Imperial Beach over the last five and half years. Of the new units, 93.9 percent were conventional single-family units. Only 6 multifamily units have been built in the past five years. There have not been any low or very –low income restricted housing built since 1999.

Based on the figures in Table 38, an average of 18 new housing units are constructed each year in Imperial Beach. This average construction will be sufficient to meet the new Regional Housing Needs Assessment of 87 units over the next five years. In addition, the City has sufficient zoned and vacant land to meet, or exceed, the RHNA at all income levels.

**TABLE 38
BUILDING PERMITS BY YEAR – CITY OF IMPERIAL BEACH**

Year	Single Family Units	Duplexes and Fourplexes	Multifamily (5+) Units	Total Units
2000	19	0	0	19
2001	9	6	0	15
2002	19	0	0	19
2003	16	0	0	16
2004	15	0	0	15
2005*	15	0	0	15
Total Units	93	6	0	99

Source: City of Imperial Beach Building Permits. *Records through June 2005

2.2.D. VACANCY TRENDS

Vacancy trends in housing are analyzed using a “vacancy rate” which establishes the relationship between housing supply and demand. For example, if the demand for housing is greater than the available supply, then the vacancy rate is low and the price of housing will most likely increase. Additionally, the vacancy rate indicates whether or not the City has an adequate housing supply to provide choice and mobility. HUD standards indicate that a vacancy rate of five percent is sufficient to provide choice and mobility.

In 2000, the Census reported a vacancy rate of 4.8 percent in the City of Imperial Beach. The California State Department of Finance (DOF) Population Research Unit publishes an annual estimate of population, housing units, vacancy, and household size for all incorporated cities in the State. In 2005, the DOF estimated the vacancy rate for Imperial Beach to be 4.8 percent. It should be noted that the DOF estimate is for all housing unit types and does not exclude seasonal, recreational, occasional use or other vacant. According to the 2000 Census, 45.0 percent of the vacant units are rental units and 44.8 percent of the vacant units are for seasonal, recreational, or occasional use.

2.2.d (1) Multifamily Vacancy

In August 2005, Laurin Associates conducted a rental survey of existing rental properties within Imperial Beach. A total of 593 multifamily units were surveyed. The survey found that there were 23 vacancies within the City of Imperial Beach, for an overall vacancy rate of 3.9 percent. Most managers reported that turnover is rare, but when vacancies do occur the units are rented very quickly. The St. James Plaza reported a waiting list for its senior apartments.

2.2.d (2) Single Family Vacancy

According to the Multiple Listing Service, there were a total of 40 homes and condominiums for sale in the City of Imperial Beach on August 17, 2005. The estimated vacancy rate for single-family dwellings in 2005 was 0.8 percent, based on a total of 4,723 single-family units. This vacancy rate indicates a “tight” housing market with very limited choice and mobility.

2.2.e. HOUSING COSTS AND AFFORDABILITY

One of the major barriers to housing availability is the cost of housing. In order to provide housing to all economic levels in the community, a wide variety of housing opportunities at various prices should be made available. The following table describes the acceptable monthly payment for households in the five major income groups: Extremely-Low, Very-Low, Low, Moderate and Above-Moderate.

**TABLE 39
INCOME GROUPS BY AFFORDABILITY (2005)**

Income Group	Income Range	Monthly Payment Range*
Extremely Low	Less Than \$20,700	Less than \$517
Very Low	\$20,701 - \$34,500	\$517 - \$793
Low	\$34,501- \$55,200	\$793 - \$1,268
Moderate	\$55,201 - \$82,800	\$1,268 - \$1,903
Above Moderate	Greater Than \$82,800	Greater than \$1,903

Source: 2005 State Income Limits Table;
*NOTE: affordable housing is up to 30% of income used toward gross monthly housing costs.

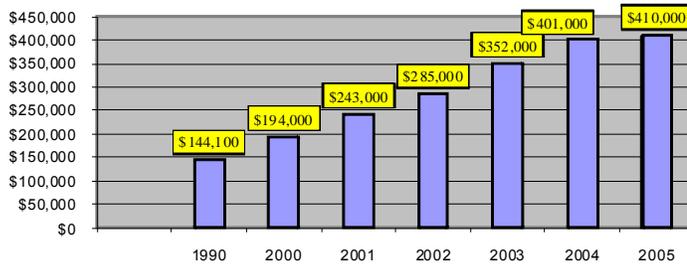
2.2.e (1) Single-family Sales Units

Since 1990, the median single-family home sales price ranged from a low of \$144,100 to a current high of \$410,000. Over the last few years, home prices have been increasing by an average of 22.3 percent per year, since 2000. While home prices are increasing in Imperial Beach, the 2004 median sale price of \$401,000 was substantially lower than the 2004 median sales price of \$474,000 for the State. More recently, the 2005 homes in the City of Imperial Beach have a median value of \$499,000.

The median sales price of single-family homes in the City has been increasing at

a stable rate. Between 1990 and 2000, prices increased 34.6 percent. Within the last five years, the median price of homes has increased by over \$30,600 per year. This rise in median sales price is due to the demand for housing in the \$300,000 - \$400,000 price range, and lack of new housing product being built in the City.

**CHART 5
MEDIAN SALES PRICE TREND -CITY OF IMPERIAL BEACH**



Source: San Diego County Association of Realtors

2.2.e (3) Current Single Family Listings

During August 2005, 40 single-family units were listed for sale in Imperial Beach, ranging from \$365,000 for a two-bedroom/one-bath home to \$3,000,000 for a 4 bed 2.5 bath beach front home.

**TABLE 40
CURRENT SALES LISTINGS FOR SINGLE FAMILY HOMES**

Price Range	Number of Units Available
Below \$350,000	0
\$350,000- \$399,999	1
\$400,000- \$499,99	8
\$500,000- \$599,999	16
\$600,000- \$699,999	10
\$700,000- \$999,999	4
above \$1,000,000	1

Source: Multiple Listing Service

During August 2005, 49 condominium properties were listed for sale in Imperial Beach, ranging from \$239,000 for a one-bedroom/one-bath condo to \$1,350,000 for a 3 bed 2.5 bath condominium overlooking the ocean.

**TABLE 41
CURRENT SALES LISTINGS FOR CONDOMINIUMS**

Price Range	Number of Units Available
Below \$200,000	0
\$200,000- \$299,999	3
\$300,000- \$399,99	18
\$400,000- \$499,999	20
\$500,000- \$999,999	6
\$above \$1,000,000	2
Source: Multiple Listing Service	

2.2.e (4) Rental Units

According to the 2000 Census, the median rent was \$447 in the City of Imperial Beach, compared to \$534 for San Diego County. In the Laurin Associates Survey, conducted in August 2005, the average market rents ranged from \$700 for a one-bedroom unit to \$1,346 for a three-bedroom unit.

There are only two complexes that are considered affordable in the City of Imperial Beach. St. James Plaza is a 98-unit rental community for low-income seniors. The units are subsidized through the HUD Section 202 program. Tenants pay no more than 30 percent of their income towards shelter. The Imperial Beach Gardens Apartments is a 160-unit rental project, which has set aside 20 percent of the units for households at 80 percent of the median income. The project was re-financed through multi-family revenue bonds for a 30-year term in 1995.

**TABLE 42
CURRENT AVERAGE RENTS**

Bedroom Type	Median Market Rents*
Studio	\$700
One-Bedroom	\$751
Two-Bedroom	\$1,094
Three-Bedroom	\$1,346
Source: Laurin Associates, August 2005	
Note: Rents are net rents (does not include utilities).	

2.2.e (5) Affordability

Affordability is defined as a household spending 30 percent or less of household income for shelter. Shelter is defined as gross rent or gross monthly owner costs. Gross rent is the contract rent, plus utilities. In most cases, the contract rent includes payment for water, sewer and garbage. Gross monthly owner costs includes mortgage payments, taxes, insurance, utilities, condominium fees, and site rent for mobile homes.

As noted in Table 21 in the previous section, 41.3 percent of renter households pay in excess of 30 percent of their income for shelter while 22.8 percent of owners overpaid in 2000. To put this in perspective, the maximum rent that can be charged to be considered affordable housing based on income is reflected in the following Table. Despite the regional trend for increasing rents, Imperial Beach has remained relatively affordable. For instance, while households within the very low-income categories could not afford the average market rents with in the City, most market rents are affordable to those households within the low-income category.

**TABLE 43
AFFORDABLE RENTAL RATES**

Income Range	Maximum Affordability				
	Studio	One Bedroom	Two Bedroom	Three Bedroom	Four Bedroom
Very Low	\$603	\$646	\$776	\$896	\$1,000
Low	\$964	\$1,033	\$1,241	\$1,433	\$1,600
Moderate	\$1,447	\$1,550	\$1,862	\$2,150	\$2,400
Above Moderate	>\$1,447	>\$1,550	>\$1,862	>\$2,150	>\$2,400

Source: California Tax Credit Allocation Committee Maximum Rent Schedule 2005

While shelter costs for rental units are estimated to be affordable at 30 percent of gross income, households are generally able to obtain a mortgage loan based on 35 to 40 percent of gross income. This is subject to individual credit and budgeting conditions and those with less revolving loan-type debt can usually find financing for a more expensive home. For instance, very low-income households in Imperial Beach could afford a home priced up to \$125,950, or a total gross monthly cost of \$800, however currently there are no homes available in that price range.

2.2.f. At - risk Housing

California Housing Element Law requires all jurisdictions to include a study of all low-income housing units which may at some future time be lost to the affordable inventory by the expiration of some type of affordability restrictions. The law requires that the analysis and study cover a five-year and a ten-year period, coinciding with updates of the Housing Element. Following are some of the programs that may be expiring:

- Prepayment of HUD mortgages: Section 221(d)(3), Section 236, Section 202, and Section 811, and Farmers Home (RHS) Section 515/516 subsidies to tenants and/or owners.
- Low-income use restrictions on Section 236(j)(1) projects are for the full 40-year mortgage term. However, owners have the option to repay the remaining mortgage at the end of the first 20 years.

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- FHA-insured mortgages under the Section 221(d)(4) program have no binding use restrictions. The affordability of these projects is governed by the Section 8 contracts maintained on the projects which are now approved on a year-to-year basis.
 - Opt-outs and expirations of project-based Housing Choice contracts – The Housing Choice Voucher program is a federally funded program that provides for subsidies to the owner of a pre-qualified project for the difference between the tenant’s ability to pay and the contract rent. Opt-outs occur when the owner of the project decides to opt-out of the contract with HUD by pre-paying the remainder of the mortgage. Usually, the likelihood of opt-outs increases as the market rents exceed the contract rents.
 - Other – Expiration of the low-income use period of various financing sources, such as Low-income Housing Tax Credit (LIHTC), bond financing, density bonuses, California Housing Finance Agency (CHFA), Community Development Block Grant (CDBG) and HOME funds and redevelopment funds. Generally, bond financing properties expire according to a qualified project period or when the bonds mature. The qualified project period in Imperial Beach’s bond financed multifamily properties is 15 years. Density bonus units expire in either 10 or 30 years, depending on the level of incentives. Also, properties funded through the Redevelopment Agency generally require an affordability term of 55 years.

2.2.g INVENTORY OF AT RISK RENTAL HOUSING UNITS

The following inventories include government assisted rental properties in the City of Imperial Beach that may be at risk of opting out of programs that keep them affordable to very low and low income households over the five year Housing Element Period (2005 - 2010) and for the subsequent five years (2015). Generally, the inventory consists of Housing and Urban Development (HUD), Redevelopment Agency, multifamily bonds and density bonus properties. Target levels include the very low income group and the low income group.

The California Housing Partnership Corporation lists the St. James Plaza Apartments as a complex in Imperial Beach that “may” be at risk for Market Rate Conversion. These are at low risk of being sold out of the affordable program because the owners of all have opted to renew their HUD contract annually.

The process of selling out of affordable programs is a thorough and lengthy process which requires notices to local government and local housing authorities. Appendix C of this housing element lists housing non-profit organizations known to both the State and local governments as being interested in acquiring at-risk units and maintaining affordability for the life of the structure.

**TABLE 44
INVENTORY OF AT-RISK COMPLEXES (2004)**

Project	Financing	# Assisted Units	Affordability Level	Target Group	Risk Assessment
St. James Plaza	HUD Section 202	99	0% - 50% of AMI	Senior	Low
Total At Risk Units		99			

Source: HUD/California Housing Partnership Corporation

2.2.H Cost Analysis

In order to provide a cost analysis of preserving “at-risk” units, costs must be determined for rehabilitation, new construction, or tenant-based rental assistance.

2.2.i(1) Rehabilitation - the factors used to analyze the cost to preserve the at risk housing units include acquisition, rehabilitation, and financing costs. These figures are estimates since actual costs will depend on condition, size, location, existing financing, and the availability of financing. Local developers have provided the following information.

**Table 45
Rehabilitation Costs**

Fee/Cost Type	Cost per Unit
Acquisition	\$53,200
Rehabilitation	\$12,900
Financing/Other Costs	\$35,300
TOTAL cost per unit	\$101,400

Source: Laurin Associates, Marshall and Swift Residential Cost Handbook 2004.

2.2.i(2) New Construction/Replacement. The following cost estimates are estimates based on recent new apartment construction in San Diego County. The actual replacement costs for any of the at-risk units will depend on many variables such as the number of units, location, density, unit sizes, on and off-site improvements, and both existing and new financing.

**Table 46
New Construction/Replacement Costs**

Cost/Fee Type	Cost Per Unit
Land Acquisition	\$24,000
Construction	\$156,900
Financing/ Other Costs	\$36,800
TOTAL PER UNIT COST	\$217,700

Source: Affirmed Housing Group

2.2.i(3) Tenant-based Rental Assistance. Over the last housing element period no at-risk complexes in Imperial Beach were converted to market rate. The difficulty in estimating the per unit cost is that there are so many variables, starting with the household income of the family who will occupy the unit. Based on current condition data, it is assumed that a four-person household with very low income earns up to \$31,700. Shelter affordability would be \$793 a month of which \$753 would be attributable to rent. If the complex converted to market rate, the two bedroom unit would have an estimated rent of \$13,128 annually. This means subsidizing the household at \$341 per month, or \$4,092 a year. Over 20 years, which is the average affordability term, the total rental assistance would be \$81,840.

2.2.i. Preservation Resources

Efforts by the City to retain low-income housing must be able to draw upon two basic types of preservation resources: organizational and financial. Qualified, non-profit entities need to be made aware of the future possibilities of units becoming “at-risk”. Should a property become “at-risk” the City maintains an active list of resources in which to preserve that property. A list of potential organizational preservation resources is provided in Appendix C.

In addition, the City of Imperial Beach will develop procedures for monitoring and preserving at-risk units, which will include:

- Monitoring the Risk Assessment report published by the California Housing Partnership Corporation (CHPC).
- Maintain regular contact with the local HUD office regarding early warnings of possible opt-outs.
- Maintain contact with the owners and managers of existing affordable housing to determine if there are plans to opt-out in the future, and offer assistance in locating eligible buyers.
- Develop and maintain a list of potential purchasers of at-risk units and act as a liaison between owners and eligible purchasers.
- Ensure that all owners and managers of affordable housing are provided with applicable State and federal laws regarding notice to tenants of the owner’s desire to opt-out or prepay. State law requires a 12 month notice.

The following is a list of potential financial resources considered a part of the City's overall financial plan to deal with retaining affordable units. The number and availability of programs to assist cities and counties in increasing and improving their affordable housing stock is limited, and public funding for new projects is unpredictable. The following is a list of local, state and federal programs.

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- Home Investment Partnerships (HOME) Program - The HOME Program was created under Title II of the Cranston-Gonzales National Affordable Housing Act enacted on November 28, 1990. The City of Imperial Beach participates in the San Diego County Consortium for both the HOME funds and for CDBG funds.
 - Housing Authority of the County of San Diego is a Public Housing Authority with jurisdiction within the City of Imperial Beach and the County of San Diego. It administers federal and state funds for its public housing projects and government assisted housing units such as Housing Choice Voucher Rent Subsidy.
 - Community Reinvestment Act (CRA) - Federal law requires that banks, savings and loans, thrifts, and their affiliated mortgaging subsidiaries, annually evaluate the credit needs for public projects in communities where they operate. Part of the City's efforts in developing preservation programs will be to meet with the Community Reinvestment Act Lenders Group organized by the County to discuss future housing needs and applicability of the Community Reinvestment Act. Although an unpredictable resource, it is important to establish a working relationship for future problem solving.
 - Low-income Housing Tax Credit Program (LIHTC) - The LIHTC Program provides for federal and state tax credits for private and non-profit developers and investors who agree to set aside all or an established percentage of their rental units for households at 60 percent of AMI for no less than 30 years. These tax credits may also be utilized on rehabilitation projects, contributing to the preservation program.
 - The program begins when developers and investors apply for an allocation of tax credits from the California Tax Credit Allocation Committee (CTCAC). Tax credits are awarded on a competitive basis each year. Compliance is monitored according to Internal Revenue Service (IRS) rules and regulations.
 - The Affordable Housing Program (AHP) and Community Investment Program (CIP) are facilitated by the Federal Home Loan System for the purposes of expanding the affordable housing supply. The San Francisco Federal Home Loan Bank District provides service to San Diego County, and throughout California. Subsidies are awarded on a competitive basis usually in the form of low-interest loans and must be used to finance the purchase, construction, and/or rehabilitation of rental housing.
 - The Urban Predevelopment Loan Program, conducted through HCD, provides the funds to pay the initial costs of preserving existing affordable housing developments for their existing tenants. Priority is given to applications with matching financing from local redevelopment agencies or federal programs.

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- Rural Seed Money Loan Programs, operated through the Housing Assistance Council operates revolving loan funds to provide seed money for rural housing and development projects intended to benefit very low- and low-income persons.
 - Preservation Financing Program, operated through California Housing Finance Agency (CHFA), offers tax exempt financing for the acquisition or refinancing of a project with an expiring Section 8 contract.

2.2.J. Redevelopment Agency

The City of Imperial Beach has a redevelopment agency to provide staff support for administering rehabilitation funds for low-income homeowners and other housing programs. By State law, the Imperial Beach Redevelopment Agency (RDA) will set aside 20 percent of the gross tax increment revenues received from the Redevelopment Area into a low to moderate income housing fund for affordable housing activities. The City has identified two project areas where they are focusing redevelopment efforts. Within the Redevelopment Agency's five-year Implementation Plan, it is estimated that 4.1 million dollars will be available through the low and moderate income housing set a-side for Affordable housing Development. The City plans to use this money to purchase deteriorated housing units and finance their improvements, and to provide gap financing for housing projects. The City recently contracted with Paul McNeil of McNeil Infill Development Corp, to rehabilitate 15 units within two structures using about \$1 million of redevelopment bond funds and tax increment funds. This will be the City's first housing rehabilitation project.

2.2.k. RESIDENTIAL ZONING AND DENSITY

The housing industry always responds to market demand. In the City of Imperial Beach, residential zoning targets all income groups. The City has made it very clear that residential development is welcome and supported.

2.2.I. (1) Zoning

Title 19 of the Imperial Beach Zoning Ordinance provides the zoning provisions for the City. The ordinance was last amended in 2005 with provisions that granted relief from parking requirements for qualified additions to housing units. A condominium conversion ordinance that amended Title 18 (Subdivision Regulations) was adopted in 2005. The General Plan was the result of a citizens initiative, Proposition P, that downzoned and decreased the height limits in the City.

Residential zoning for the City of Imperial Beach is defined as follows:

R-1-6000 Single Family Residential (2 stories)

The R-1-6000 Single Family land use designation provides for the development of low density detached single family dwelling units (including mobile homes), with a minimum lot size of 6,000 sq. ft. per unit. This density will permit as many as 7 units per net acre of land. Uses such as parks, libraries, churches, schools, and family day-care homes, which are determined to be compatible with and oriented toward serving the needs of low-density detached single-family dwellings, are also allowed.

R-1-3800 Single Family Residential (2 stories)

The R-1-3800 Single Family land use designation provides for the development of low density detached single family dwelling units (including mobile homes), with a minimum lot size of 3,800 sq. ft. per unit. This density will permit as many as 11 units per net acre of land. Uses such as parks, libraries, churches, schools, and family day-care homes, which are determined to be compatible with and oriented toward serving the needs of low density detached single-family dwellings, are also allowed.

R-3000 Residential (2 stories)

The R-3000 Residential land use designation provides for the development of detached and attached single-family dwellings (including mobile homes), with a maximum density of one unit per every 3,000 sq. ft. of land. This designation will permit as many as 14 units per net acre of land. Uses such as parks, libraries, churches, schools, family day-care homes, and other uses, which are determined to be compatible with and oriented toward serving the needs of the zone are also allowed. The intent of this designation is to provide for a moderately intense residential living environment in typically one and two-story units. Extensive landscaping and recreational amenity packages should be provided in the development of this density.

R-3000-D Residential (2 stories)

The same as R-3000, except attached single-family units are not allowed.

R-2000 Residential (2 stories)

The R-2000 Residential land use designation provides for the development of detached or attached single family and multi-family dwellings (duplexes, apartments, condominiums, townhomes) with a maximum density of one unit per every 2,000 sq. ft. of land. This designation will permit as many as 21 units per net acre of land. Uses such as parks, libraries, churches, schools, family day-care homes, and other uses, which are determined to be compatible with and oriented toward serving the needs of the zone are also allowed. Within the R-2000 area between Seacoast Drive and 4th Street, an additional dwelling unit per lot may be authorized by special permit. The intent of this designation is to provide for a moderately intense residential living environment in typically one

and two-story units. Extensive landscaping and recreational amenity packages should be provided in the development of this density.

R-1500 Residential (3 stories)

The R- 1500 Residential land use designation provides for the development of detached and attached single family and multi-family dwellings (duplexes, apartments, condominiums, townhomes) with a maximum density of one unit per every 1,500 sq. ft. of land. This designation will permit as many as 29 units per net acre of land. Uses such as parks, libraries, churches, schools, family day-care homes, and other uses, which are determined to be compatible with and oriented toward serving the needs of the zone are also allowed. The intent of this designation is to provide for an intense residential living environment in typically two and three-story units. Extensive landscaping and recreational amenity packages should be provided in the development of this density.

UR Urban Reserve

The Urban Reserve land use applies to land, which is currently vacant or may be recycled to another use in the future (e.g., Ream Field and salt ponds). An Urban Reserve area will develop pursuant to a Specific Plan which treats the property as an integrated whole for development planning purposes. The maximum density or intensity of development for this designation will be determined as part of the Specific Plan.

C-1 General Commercial (4 stories) General Plan/Coastal Plan L-6 Land Use Element

The General Commercial land use designation provides for land to meet the local demand for commercial goods and services, as opposed to the goods and services required primarily by the tourist population. It is intended that the dominant type of commercial activity in this designation will be community and neighborhood serving retail and office uses such as markets, specialty stores, professional offices, personal service department stores, restaurants, liquor stores, hardware stores, etc. Residential uses may be permitted above the first floor at a maximum density of one unit per every 1,000 square feet of land. Discretionary permit review by the City shall be required for such residential use.

C-2 Seacoast Commercial (3 stories)

The Seacoast Commercial land use designation provides for land to meet the demand for goods and services required primarily by the tourist population, as well as local residents who use the beach area. It is intended that the dominant type of commercial activity in this designation will be visitor-serving retail such as specialty stores, surf shops, restaurants, hotels and motels, etc. In order to promote a more pedestrian-oriented community character, as well as to reduce the high volume of vehicle trips attracted by drive-thru establishments, drive-thru services for restaurants, banks, dry cleaners, and other similar auto related business establishments shall be prohibited in this zone. Residential uses may be permitted above the first floor at a maximum density of one unit per every

1,500 square feet of land. Discretionary permit review by the City shall be required for such residential use.

C-3 Neighborhood Commercial (2 stories)

The Neighborhood Commercial land use designation provides for land to meet the local neighborhood demand for commercial goods and services, as opposed to the goods and services required primarily by the tourist population or city-wide. It is intended that the dominant type of commercial activity in this designation will be neighborhood serving retail and office uses such as markets, professional offices, personal services, restaurants, hardware stores, etc. In order to maintain and promote a more pedestrian-oriented community character, as well as to reduce the high volume of vehicle trips attracted by drive-thru establishments, drive-thru services for restaurants, banks, dry cleaners and other similar auto related business establishments shall be prohibited in this district. Residential uses may be permitted above the first floor at a maximum density of one unit per every 2,000 square feet of land. Discretionary permit review by the City shall be required for such residential use.

PF- Public Facilities

The Public Facilities land use designation provides for land devoted to public facilities and utilities. This designation, therefore, includes public schools, parks, the beach and civic facilities. More precise standards and criteria for these land uses are contained in the Facilities and Services Element and the Parks, Recreation, and Access Element.

OS Open Space

The Open Space land use designation applies to land set aside for the protection of sensitive and fragile natural resources. Usage of these areas will be carefully managed. This designation applies to the Tijuana River Valley.

2.2.I. (1) Density

Residential growth areas and densities are among issues and policies addressed in the General Plan. Residential densities are specified for each residential land use designation, and the General Plan provides for a wide range of residential densities. Single-family detached housing densities range from one to seven dwellings per acre. Multifamily densities, including, but not limited to attached, zero lot line, and apartments, range from 14 to 29 dwelling units per acre. Although no large multifamily projects have been built over the past five years, it is anticipated that the 29-du/acre density is sufficient to support low income and workforce housing. The prime cause for the lack of multifamily development in Imperial Beach has been the lack of large vacant sites and market demand for condominium style for-sale home and not due to the density.

Zoning districts specify minimum lot size, permitted uses, conditional uses, building height and front, rear, and side yard setbacks. Zoning districts further

the health, safety, and welfare of the residents. In addressing the minimum lot size, the zoning districts must be consistent with the densities of the General Plan. Single-family zoning districts have minimum lot sizes ranging from 3,800 square feet to 6,000 square feet. Residential land zoned R-2000 and R-1500 have minimum lot sizes ranging from 3,000 square feet to 6,000 square feet. Table 47 defines the minimum lot size and density per acre for the various residential zoning districts.

Planned development districts are not provided for in the Imperial Beach Zoning Ordinance.

The City's development standards are applicable to residential zoning districts. Development standards include, but are not limited to, building height, yard setbacks, lot area, site plan review, parking space requirements, and parkland requirements. These requirements were adopted through the public hearing process at City Council meetings and reflect the minimum standards thought necessary for protection of the public.

When a developer proposes a housing development, state law requires that the City provide incentives for the production of low-income housing. A density bonus agreement between the developer and City is used to set forth the incentives to be offered by the City and the requirements of the developer. The current Density Bonus language found in Chapter 19.65 of the Imperial Beach Zoning Ordinance will be amended within the following year to include the provisions of SB 1818 passed by the legislature in September of 2004.

**TABLE 47
RESIDENTIAL ZONING CATEGORIES AND USEABLE DENSITY**

Zoning Category	Minimum Lot Size	Density	Density Per Acre
R-1-6000	6,000	Low	7 units/acre
R-1-3800	3,800	Low	11 units/acre
R-1-3000	6,000	Low / Medium	14 units/acre
R-2000	6,000	Medium / High	21 units/acre
R-1500	3,000	High	29 units/acre

Source: City of Imperial Beach Zoning Ordinance

2.2.I. NEW CONSTRUCTION NEEDS

The City of Imperial Beach falls under the jurisdiction of the San Diego Association of Governments (SANDAG). SANDAG uses a predominately demographic formula to allocate the regional housing needs among the incorporated cities and unincorporated county. This process results in a Regional Housing Needs Assessment (RHNA) and the number reflected in that assessment must be considered when the housing element is prepared.

Historically, COGs prepared RHNA's every five years according to a schedule prepared by the State. However, in 2004, the State legislature extended the 3rd revision Housing Element Update Cycle one year. The current RHNA is for the 2005 through 2010 period.

SANDAG housing needs figures are limited to new housing construction. That number is then allocated among income groups.

2.2.I. (1) Income Group Goals

The purpose of the income group goals is to ensure that each jurisdiction within a COG attains its share of the state housing goal without any relative disproportionate distribution of household income groups. The following household income groups are defined according to the HUD Median Family Income (MFI) and Income Limits Table: Very Low (generally less than 50 percent of MFI), Low (generally between 50-80 percent of MFI), Moderate (generally between 80-120 percent of MFI) and Above Moderate (greater than 120 percent of AMI).

2.2.I. (2) Imperial Beach RHNA

The SANDAG 2005 Housing Plan determined that 25.5 percent of the households in Imperial Beach are classified as very low-income, and an additional 17.1 percent of households have been determined to be low-income. The assessment must include an analysis of the housing need for all income groups including the 18.9 percent of households with moderate incomes and the 41.5 percent with above moderate incomes.

Construction needs are derived from SANDAG population and household growth projections. The income group proportions are then applied toward the construction need, which results in a goal for the number of housing units by income group within the City of Imperial Beach.

For the period 2005 to 2010, the City of Imperial Beach has been given a construction need of 87 new housing units. The specific need by income group is depicted in the following table.

**Table 48
Construction Need (2005-2010)**

Income Group/Percent of Households	Construction Need	Typical Annual Construction Needs	2005 Construction
Extremely Low – 6.9%	6	1	0
Very Low – 8.0%	7	2	0
Low – 10.3%	9	2	0
Moderate – 18.4%	16	3	10
Above Moderate – 56.4%	49	10	55
TOTAL	87	17	65
Source: 2005 Regional Housing Allocation Plan, SANDAG			

2.2.m. AVAILABLE RESIDENTIAL ZONED LAND

In addressing the estimated housing needs identified in the Housing Needs Assessment section of this housing element, State law requires that this element contain “*An inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment...*” This inventory must identify adequate sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of housing types for households of all income levels.

According to the State Department of Housing and Community Development’s “*Housing Resources – Q&A,*” - “*The analysis of the relationship of suitable sites to zoning provides a means for determining the realistic number of dwelling units that could actually be constructed on those sites within the current planning period of the housing element. The analysis should also identify the zones the locality believes can accommodate its share of the regional housing needs for all income levels.*”

As part of the 2005-2010 Housing Element update, an analysis of the residential development potential of vacant land in the City of Imperial Beach was completed in July 2009. Appendix E provides a detailed listing of the available residentially zoned land throughout the City of Imperial Beach. Currently the City of Imperial is built out. The currently vacant parcels are infill sites with the potential for residential development. Due to its geographic constraints, the City cannot annex any land that could be used to meet the Regional Housing Needs Assessment. Therefore, the City will use a combination of vacant land, potential second unit production, and redevelopment to demonstrate the City’s ability to meet the 2005-2010 RHNA.

Vacant Land

Table 49 is a listing of vacant land by zone classification along with the conservative unit capacity for this classification. A total of 4.8 acres of vacant land are currently zoned residential in the City of Imperial Beach that will accommodate up to 57 new housing units. These lots are infill lots with the average lot size being 7,405 square feet. There is an additional 1.07 acres of commercially zoned land that allows mixed use development with residential use above the first floor of the structure. These commercially zoned parcels could accommodate up to 36 residential units, bringing the total potential residential to 93 dwelling units. All of the vacant land has sewer and water available to the sites.

Current multifamily zoned land, R-1500, in Imperial Beach can accommodate up to 14 multifamily units. The current vacant medium density land zoned R-2000 can accommodate 7 units. Single family land zoned R-3000 and R-6000 can accommodate 36 units. In addition, commercial sites zoned C-1 and C-2 have the potential to accommodate 36 units with a mixed use project. As previously stated, residential uses may be permitted above the first floor at a maximum density of one unit per every 1,000 square feet for the C-1 zone, and one unit per every 1,500 square feet of land for the C-2 zone. Discretionary permit review by the City shall be required for such residential use. Over the past five years, three mixed use projects have been approved in the City. The 13th Street Market at 1126 13th Street was completed in 2005 as well as the Braudaway project at 1187 13th Street, which netted a total of seven dwelling units. The Barghout project at 1146 13th Street was approved and construction has been completed. This project is a mixed use project with four dwelling units. In addition, in 2001 the City approved a 7-unit mixed use project but the applicant never completed construction.

Because the majority of vacant lots are isolated, there is little opportunity for lot consolidation. In addition, in accordance with Proposition P passed by citizens in 1992, no lots which are combined or consolidated pursuant to the Subdivision Map Act, or otherwise, shall be allowed to yield a greater density of residential units than such lots would have yielded prior to the combining of said lots. However, because there is very little opportunity for lot consolidation, this measure does not pose a significant constraint to the development of the currently vacant lots but would be a constraint to redevelopment.

It is recognized that multifamily zones represent a small percentage of the total land zoned for residential development. The City will continue to meet with the development community to ensure that this is sufficient to meet market demand. The City will also monitor zone change requests on a quarterly basis, monitor demand at the time of the Annual Update as required by the Governor's Office of Planning and Research (OPR), and initiate zone changes as necessary to meet demand.

**Table 49
VACANT LAND ACREAGE AND MAXIMUM UNITS**

Zoning	R-6000	R-3000	R-2000	Commercial Sites (Mixed Use)	Total
Acres	2.19	0.74	0.71	1.53	5.39
Units	14	11	14	48	87
Source: Laurin Associates Vacant Land Survey, June 2005					

**TABLE 50
VACANT LAND BY PERMITTED HOUSING TYPE/ZONING**

Zoning	Permitted Housing Type	Number of Vacant Acres	Density	Du/acre	Anticipated Dwelling Units
Single-Family (R-6000)	Single-family, Day cares and Residential care; Mobile homes, senior housing projects affordable to low and moderate income households are allowed with a CUP	2.19	Low	7	14
Single Family (R-3000)	Single-family attached and detached housing , Day care, Residential care; Mobile homes, senior housing projects affordable to low and moderate income households are allowed with a CUP	0.96	Low-Medium	14	11
Medium Density Residential (R-2000)	Attached and detached housing, Day care, Residential care; Mobile homes, senior housing projects affordable to low and moderate income households are allowed with a CUP	0.71	High-Medium	21	14
Commercial	All Shopping, Service and Sales, Recreation, Hospitals, Churches, Restaurants, Offices, residential uses with discretionary approval. Emergency Shelters are allowed in C-1 zone with a CUP.	1.53	NA	1du/1,500 Square Feet	48

Source: APN Maps; City of Imperial Beach; Laurin Associates Vacant Land Survey, February 2004
 Note: farmworker housing is not defined in other specific zones, however, is permitted in any zone that permits the type of housing being built (i.e., multifamily or single-family).

Redevelopment

Due to the cost of land within Imperial Beach and the limited amount of vacant land, redevelopment has become a viable option to developers over the past five years. Within this time period, 8 single family homes were demolished and replaced with 15

units of both single family and duplex housing, netting an additional seven dwelling units. As land becomes scarcer, redevelopment of existing land will become an increasingly viable option for developers.

In 2005, SANDAG prepared a study that identified areas within the City of Imperial Beach that had the potential to be redeveloped into multifamily projects. The majority of the land that was identified was land currently zoned for single family residential but could be converted into multifamily residential parcels. All identified parcels have water and sewer availability. Current uses of this land include single-family housing, duplexes and condominiums. The housing stock is older and of moderate condition.

As part of its 2005-2010 Housing Element implementation program, the City will identify parcels that could be assembled within their redevelopment area and partner with a development organization to redevelop these parcels into a multifamily rental property that would be made affordable to low or moderate income residences. Further, the City will provide incentives to the developer through the provision of gap financing with the Redevelopment Agency's LMI funds and applying for HOME or CDBG financing through the San Diego County Consortium. In addition, the City can provide other incentives such as fee waivers or deferrals, fast tracking, and provide technical support during the rezone process and the project approval process to insure that the project goes through the planning process smoothly. It is expected that with the implementation of this program, the City will net 15 units of housing that would be affordable to low-income residents.

As a nearly built out city, Imperial Beach has a need to rely on redevelopment to meet its civic goals. Redevelopment sites have been identified as non-vacant parcels that have strong potential to increase housing. The sites indicated in Appendix F include a variety of sites in the C-1 and C-2 zoning designations that are currently developed. These sites are in close proximity and are appropriate for assemblage for redevelopment projects. By identifying these sites, the development identification process is simplified and developers will have notice of key areas that could be redeveloped to allow for mixed use development. The City will encourage redevelopment of these parcels by giving these development areas priority on a fast track system. The "fast tracking" of redevelopment projects, including specific housing related goals, will encourage developers to help the City meet its affordable housing targets. These sites will be further analyzed in the section discussing realistic capacity.

Realistic Capacity

In order to assess the potential for housing development in the City of Imperial Beach, it is important to understand the actual or realistic housing capacity of identified sites, whether they are vacant sites or sites that have a reasonable potential for redevelopment. The vacant sites identified in Appendix E are located throughout the City and in zones ranging from single-family residential (R-1-6000) to commercial and mixed-use (C-1, C-2, MU-1 and MU-2). For the purposes of identifying realistic capacity, it is assumed that these properties will develop up to 80% of their maximum residential density. This assumption is to accommodate for cumulative impacts

associated with, among other factors, conformance with existing development regulations, market conditions and the fact that some parcels will develop to their maximum residential density while others will not. These vacant sites have the realistic capacity to produce anywhere from 1 to 17 units, depending upon the parcel size and the zone in which each vacant site is located. In total, it is expected that the vacant sites within the City will produce approximately 85 new housing units with highest number located in the City's Commercial and Mixed-Use Zones (see Appendix E).

The highest potential for new housing development, including affordable housing, however, exists on sites or lots currently occupied by aging, blighted, vacant and/or deteriorating structures within higher density zones of the City, namely the C-1 General Commercial and C-2 Seacoast Commercial zones. These properties have been grouped and ranked in order of priority for redevelopment in Appendix F. Properties for which development proposals have either been considered or approved, properties that have been acquired by the Imperial Beach Redevelopment Agency or are adjacent to them, and properties that are located on key parcels were ranked as having a high priority for redevelopment. For example, the Redevelopment Agency recently acquired the property at 776 10th Street with Housing Set-Aside funds with the intention of assembling adjacent properties to pursue development of a mixed-use, affordable housing project (see Appendix E). There are several properties identified in Appendix F located at 740 to 766 10th Street that are adjacent to this now-vacant, Redevelopment Agency-owned property that, if developed together, represent an opportunity for the development of up to 38 affordable dwelling units. Additionally, the Redevelopment Agency is actively involved in discussions with the property owners of American Legion properties located at 1252 and 1268 Palm Avenue which could yield up to 12 units of affordable housing. Together, these sites have a realistic capacity of up to 50 affordable dwelling units and represent the highest potential for redevelopment in the planning period more than satisfying the City's unaccommodated RHNA need. Privately-funded mixed-use redevelopment projects have recently been built (without Agency assistance) at 1126, 1146, and 1187 13th Street where a total of 11 multiple dwelling units have been constructed at 80% of potential density allowed in the C-3 Zone and where an additional 4 units have recently received discretionary approvals at 1120 and 1150 13th Street.

Properties were then ranked with either a medium or lower priority for redevelopment depending upon parcel size, environmental considerations, and location. Once again, a variety of assumptions were made in generating the realistic residential capacity of these sites. An 80% of maximum density factor was used to account for properties that might not develop to their maximum capacity as well as those that may develop entirely as non-residential use. Again, cumulative impacts were considered including development standards, environmental considerations, and the need to provide housing for all income levels. Taking into account these factors and assumptions, the realistic capacity for housing development on non-vacant redevelopment sites is approximately 370 housing units (see Appendix F).

Second Units

With the cost of land increasing and the availability of vacant land decreasing, the construction of second units within the City of Imperial Beach has become a viable method in which to provide housing affordable to moderate income households. Over the past five years, 16 second dwelling units have been constructed in the City of Imperial Beach.

According to the 2000 Census, 70 percent of the households within the City of Imperial Beach are renter households. Of these households 41.3 percent are overpaying for housing. As shown previously in Table 26, the majority of the rental households are made up of one, two and three persons, which are most appropriate for a one or two bedroom dwelling unit. According to an August 2005 survey of the City of Imperial Beach rental housing market, the average price per square foot for rental housing is \$1.16. Given a 900 square foot 2 bedroom dwelling unit, the approximate monthly rental cost would be \$1,080, which would be affordable to a two-person moderate income household with an income of \$43,200.

Second units are allowed by-right within the R-3000, R-2000, and R-1500 residential zones. Currently there are no specified standards in relation to the development of second units and therefore as per State law, the City follows the guidelines for second units found under the provisions of AB 1866 (Chapter 1062, Statutes of 2002). In 1994 with the adoption of the City's current zoning code, the City of Imperial Beach adopted provisions that precluded second dwelling units from the R-6000 and R-3800 residential zones. At the time of writing, these provisions meet the standards of Government Code Section 65852.2. However, with the changes enacted by AB 1866 (Chapter 1062, Statutes of 2002), and the increased cost of housing and the lack of available housing to low and moderate income households, the City of Imperial Beach will re-examine these preclusions and adopt a new Second Unit Ordinance that satisfies the provisions found under the recently amended Section 65852.2. This new ordinance will determine the zones in which second units are allowed, and the development standards for second units. In addition, the City will encourage the development of second units through the provision of technical assistance and development incentives. Given the demand for affordable second units, the incentives for construction, the development of a second unit ordinance, and the construction trends of second units within the City, it is reasonably estimated that 15 new second dwelling units will be constructed in the City of Imperial over the next five years.

**TABLE 51
SECOND DWELLING UNIT TRENDS**

Year						
2001	2002	2003	2004	2005*	Total	Expected 2nd Unit Construction 2005-2010
6	2	2	4	2	16	15
Source: City of Imperial Beach Master Planning Log File * to March 2005						

Land Suitability

With the combination of vacant land, redevelopment, and second units it is anticipated that the City of Imperial Beach has the capacity for the development of 112 new dwelling units over the 2005-2010 planning period, which is 28.7 percent more dwelling units than RHNA of 87 units. Table 52, demonstrates the anticipated unit production by income category and type of development.

Within the City of Imperial Beach, high density residential districts have the lowest cost of construction per unit and would therefore be most suitable for very low and low income construction. In addition, fee costs are traditionally smaller per unit in the higher density zones. It is anticipated that the combination of development on existing vacant multifamily parcels and the redevelopment project that will yield 15 new affordable units, the City will exceed its low and very low requirement of the Regional Housing Needs Allocation.

Single-family and medium density zones are most suitable to moderate and above moderate income housing construction. Low density residential can support both moderate and above moderate housing, but is most suitable for moderate housing due to the low density allowed per acre of zoned land. The higher density parcels allows for more housing to be built at a lower cost, and thus more likely to support lower income housing. Units developed in mixed use zones can potentially be designed as rentals for lower income households. In addition, the anticipated development of second units over the next five years targeting moderate income households will exceed the City's moderate and above moderate requirement of the Regional Housing Needs allocation.

**TABLE 52
ANTICIPATED UNIT PRODUCTION BY INCOME CATEGORY AND TYPE OF
DEVELOPMENT**

Income Category	Vacant Land				Second Units	Redevelopment	Total
	R-1-6000	R-3000	R-2000	Mixed Use			
Very Low	0	0	0	10	0	5	15
Low	0	0	0	10	0	10	20
Moderate	0	0	0	16	15	0	31
Above Moderate	14	11	14	12	0	0	51
Total Units	14	11	14	48	15	15	117

Source: Laurin Associates Vacant Land Survey, June 2005

2.2.n. INFRASTRUCTURE AVAILABILITY

The City of Imperial Beach can supply water and sewer services to all areas within the City limits. Currently, existing infrastructure is available to all sites identified in the vacant land survey and in the redevelopment area identified herein. The City of Imperial Beach is served by American Water, a private water service provider. American Water's service replaces municipal water delivery services and is a private utility service. American Water's permitted production of water is approximately 91.44 Million Gallons per day (MGD). Currently, 12.32 MGD is used in this area. Therefore, there is 79.12 MGD of treated/potable water available for use within the City of Imperial Beach. Further, there is more than adequate water supply to permit the development of the RHNA in Imperial Beach which is a relatively small number of units and is less than significant in the overall calculation of water supply.

The City of Imperial Beach is a member of the San Diego Metropolitan Sewerage System (Metro). The City operates its own waste water collection system and transports the sanitary waste to Metro's South Bay Interceptor which conveys it to the regional water treatment plant on Point Loma. The present collection system consists of 11 pump stations and approximately 36 miles of sewer lines. Based on the 2000 Amendment to the Regional Wastewater Disposal Agreement between the Cities of San Diego, Chula Vista, Coronado, Del Mar, El Cajon, Imperial Beach, La Mesa, National City, Poway, and various wastewater producing special districts (Agreement or Amendment), the City of Imperial Beach purchased a quantity of wastewater treatment capacity based on then current and existing needs. At that time, Imperial Beach purchased 3.591 Million Gallons of treatment per day (MGD). Presently, based on the billing statement dated February 19, 2008 from the City of San Diego, Imperial Beach is using 2.250 MGD. This represents usage of approximately 63% of the total available under contract. There is 1.341 MGD of capacity available. This represents the ability to build out 37% of the number of units presently in the City. This means that the City could construct an additional 3,700 dwelling units based on the current capacity. With this substantial capacity available, there would be no constraints on the availability of wastewater disposal or treatment.

There are no environmental constraints such as wetlands or contamination that would inhibit developers from building on the parcels identified in the vacant land survey and in the redevelopment area identified herein. The vacant sites identified in the land survey are infill sites and are flat and generally rectangular in shape. As a result no major grading would be required on these parcels. The only constraint on the vacant parcels will be the lack of multiple properties adjacent to each other for assemblage value. Therefore, there is an additional identification of available redevelopment sites. The redevelopment sites are commercial sites which allow residential uses on all floors above ground level in the commercial district.

The Tijuana River Valley is subject to floods of great magnitude since it is the drainage way for the largest of the watershed basins in San Diego County. This drainage basin covers 1,700 square miles, only 27 percent of which lies within the United States. The River crosses the border at a point five miles inland from the Pacific Ocean and flows through the fertile Tijuana River Valley. This valley area is predominantly agricultural

and open space. At the point where the river approaches the Imperial Beach City limits, it turns into an estuary. Most of the identified 100-year flood plain encompass the estuary. This area has been designated as open space, due in part to its location in a flood plain, and in part to the natural habitat of the area. The vacant parcels identified in this element are not within this flood-plain. Available data indicates there are three major regional zones of faulting within the San Diego Region: (1) The San Jacinto Fault Zone, located in the eastern part of the County, is considered to be a major active branch of the San Andreas fault system; (2) The Elsinore fault zone paralleling the San Jacinto fault zone is the largest known active fault in the County of San Diego. (3) The Rose Canyon fault zone, paralleling the Pacific coastline, is considered to be the possible southeasterly extension of the Newport-Inglewood fault zone. None of the identified parcels are known to be directly over fault lines. The City requires engineering reports to establish appropriate design standards and mitigation measures taken to alleviate these hazards. However, the necessity of these reports is offset by the need for public safety and welfare, and thus the City does not consider the reports a constraint to housing development. In addition none of the identified parcels fall under the provisions of the Williamson Act and therefore do not pose a constraint on construction. The vacant parcels identified in Appendix E are of general parcel size, can accommodate the densities of the designated zoning, and are ready to be developed.

2.3 CONSTRAINTS, EFFORTS, AND OPPORTUNITIES

The purpose of this chapter is to analyze potential and actual governmental and non-governmental constraints on the maintenance, improvement and development of housing in the City of Imperial Beach. A discussion of Imperial Beach's efforts to remove constraints and to promote energy conservation is included.

2.3.a. Governmental Constraints

2.3.a(1) State and Federal Policy

Actions or policies of governmental agencies, whether involved directly or indirectly in the housing market, can impact the ability of the development community to provide adequate housing to meet consumer demands. For example, the impact of federal monetary policies and the budgeting and funding policies of a variety of departments can either stimulate or depress various aspects of the housing industry. Local or state government compliance or the enactment of sanctions (sewer connection or growth moratoriums) for noncompliance with the federal Clean Air and Water Pollution Control Acts can impact all types of development.

State agencies and local government compliance with state statutes can complicate the development of housing. Statutes such as the California Environmental Quality Act and sections of the Government Code relating to rezoning and General Plan amendment procedures can also act to prolong the review and approval of development proposals by

local governments. In many instances, compliance with these mandates establishes time constraints that cannot be altered by local governments.

Local governments exercise a number of regulatory and approval powers which directly impact residential development within their respective jurisdictional boundaries. These powers establish the location, intensity, and type of units that may or may not be developed. The City's General Plan, zoning regulations, project review and approval procedures, development and processing fees, utility infrastructure, public service capabilities, and development attitudes all play important roles in determining the cost and availability of housing opportunities in Imperial Beach.

2.3.a(2) Land use controls

The General Plan along with its implementing zoning ordinance is the primary land use control document. This policy document not only establishes the location and amount of land that will be allocated to residential development, but also establishes the intensity of development (in terms of unit densities and total number of units) that will be permitted. While nearly all components or elements of the General Plan contain goals and policies that influence residential development, it is the Land Use Element that has the most direct influence.

**TABLE 53
DEVELOPMENT STANDARDS BY RESIDENTIAL ZONE**

Zone District	Bldg Height	Lot Width	Yard Setback			Lot size (sf)	Lot Area per du (sf)	Parking Spaces per du	Open Space (sf)
			Front	Side	Rear				
R-6000	26 ft	60 ft	20 ft	5 ft	10 ft (5 ft w/alley)	6,000	6,000	2	300 ft
R-3800	26 ft	50 ft	15 ft	5 ft	10 ft (5 ft w/alley)	3,800	3,800	2	300 ft
R-3000	26 ft	50 ft	15 ft	5 ft	10 ft (5 ft w/alley)	6,000	3,000	2	300 ft
R-2000	26 ft	50 ft	15 ft	5 ft	10 ft (5 ft w/alley)	6,000	2,000	2	300 ft
R-1500	30 ft	50 ft	15 ft	5 ft	10 ft (5 ft w/alley)	3,000	1,500	2	300 ft

Source: City of Imperial Beach Zoning Ordinance

The City of Imperial Beach Development Standards do not contain any unduly restrictive provisions. Building height, setbacks, lot areas, and parking are generally within the range of other small cities in the state. In addition, the City recognizes that there are those lots that were originally smaller than the allowable lot size in each zoning districts. These lots are subject to the provisions concerning small lots in the zoning ordinance. A small lot that meets these provisions and was recorded before 1945, and was not created due to any violation of and law or ordinance is considered to have met the lot size requirement for that zoning district.

The City of Imperial Beach is encouraging land owners in the redevelopment district to engage in redevelopment. Table 53 summarizes the development standards in residential zones. A discussion of the City's application of the zoning code to these redevelopment areas follows below. The R-1-6000 Zone allows one dwelling unit per 6,000 square feet of lot area, the R-3000 Zone allows for a maximum of one dwelling unit per 3,000 square feet of lot area, and the R-2000 Zone allows for a maximum of one dwelling unit per 2,000 square feet of lot area. The C-1 Zone allows, with a conditional use permit, residential units above the first floor at a maximum density of one dwelling unit per 1,000 square feet of lot area. The C-1 zoning allows up to three stories of residential over one story of commercial uses. The C-2 zoning allows, with a conditional use permit, residential units above the first floor at a maximum density of one dwelling unit per 1,500 square feet of lot area making the assumption that developers will want to maximize the use of land and will include the allowable one story of commercial use. Table 54 provides the residential development standards for mixed-use projects in non-residential zones.

**TABLE 54
Residential Development Standards for Mixed-Use Projects**

Zone	C-1	MU-1/R-1500	MU-1/R-2000	C-2	MU-2	C-3
Density w/CUP	1 du/1000 sf	1 du/1500 sf	1 du/2000 sf	1 du/1500 sf	1 du/1500 sf	1 du/2000 sf
Height	40 ft	40 ft only for mixed-use; 30 ft for residential only	40 ft only for mixed-use; 26 ft for residential only	30 ft	30 ft for mixed-use; 26 ft for residential only	28 ft
Setback – front	None	None for commercial/ mixed use; 15 ft for residential; 20 ft for garage	None for commercial/ mixed use; 15 ft for residential; 20 ft for garage	Zero on Seacoast; 5 ft 2 nd floor; 10 ft 3 rd floor	5 ft residential; none for commercial/ mixed-use	None
Setback – side	None	None for commercial/ mixed use; 5 ft; 10 ft for 3 rd floor and street side	None for commercial/ mixed use; 5 ft; 10 ft street side	None	5 ft residential; 15 ft commercial	None
Setback – rear	none	None for commercial/ mixed use; 10 ft; 5 ft with alley	None for commercial/ mixed use; 10 ft; 5 ft with alley	None	10 ft (Ocean Blvd)	None
FAR	none	100% for residential	75% for residential	none	100% for residential	none
Lot coverage	none	50% for residential	50% for residential	none	50% for residential	none
landscaping	15%	15%	15%	15%	15%	15%
parking	1.5/du for residential	1.5/du for residential	1.5/du for residential	1.5/du for residential	1.5/du for residential	1.5/du for residential

Source: City of Imperial Beach

As a commentary on the commercial districts, the development of the commercial component of many of the mixed use projects were driven and supported by the residential market demand. In addition, when looking at the economic development model for cities utilizing smart growth development patterns, a critical mass of

residential units is required near commercial activities to make the commercial units viable.

Manufactured Housing and Mobile Homes

These alternative housing types need to be permitted in the same fashion as other types of housing in the same zone. Currently, manufactured homes, which include mobile homes subject to the National Manufactured Housing Construction and Safety Act of 1974, are allowed in single family residential zoning designations and mobile home parks (manufactured housing communities) are allowed with a conditional use permit and are required to conform to foundational regulations as per Government Code Section 65852.3.

2.3.a(3) Local Entitlement Fees and Exactions

Part of the cost of developing residential units is the fees or other exactions required of developers to obtain project approval and the time delays caused by the review and approval process. Lengthy review periods increase financial and carrying costs, and fees and exactions increase expenses. These costs are in part passed onto the prospective homebuyer in the form of higher purchase prices or rents.

Imperial Beach has the one of the lowest planning fees within the County. A brief survey demonstrates the below average cost in planning fees charged by the City of Imperial Beach. These fees do not act as a constraint against building affordable housing. The fees in Table 55 are comparative average fees charged for multifamily and single-family.

**TABLE 55
PLANNING APPLICATION DEPOSITS – SURROUNDING JURISDICTIONS SINGLE FAMILY AND MULTIFAMILY**

Jurisdiction	Conditional Use Permit	Zone Change	Tentative parcel Map	Variance
Imperial Beach	\$2,000	\$3,000	\$2,500	\$1,800
Chula Vista	\$1,175	\$2,000	13,500	1,430
City of San Diego	\$5,000	\$8,000	\$8,000	\$2,000
San Diego County	\$2,410	\$2,230	\$1,760	\$1,260
Coronado	\$2,365	\$2,800	\$1,435	\$9,70
Source: City and County Planning Departments				

For discretionary entitlements, the City of Imperial Beach has adopted the following deposit schedule per City Council Resolution No. 2002-5579:

TABLE 56

DEPOSIT CATEGORY	DEPOSIT AMOUNT	
	Single-Family	Multifamily
Planning and Application Deposit		
Annexation	None	None
Coastal Permit - Administrative	1,500	1,500
Coastal Permit – Regular	2,000	2,000
Variance	1,800	1,800
Conditional Use Permit	2,000	2,000
General Plan Amendment	5,000	5,000
Zone Change	3,000	3,000
Site Plan Review	3,000	3,000
Architectural Review	1,500	1,500
Planned Unit Development	None	None
Specific Plan	5,000	5,000
Development Agreement	None	None
Other		
SUBDIVISION		
Certificate of Compliance	400	400
Lot Line Adjustment	500	500
Tentative Tract Map	3,000	3,000
Final Map	2,500	2,500
Tentative Parcel Map	2,500	2,500
Final Parcel Map	2,000	2,000
Vesting Tentative Map	3,000	3,000
Other		
ENVIRONMENTAL		
Initial Environmental Study	1,000	1,000
Environmental Impact Report	7,000	7,000
Negative Declaration	2,000	2,000
Mitigated Negative Declaration	2,000	2,000

For ministerial entitlements, the following tables provide examples of required fees for a typical single-family project and a typical multi-family project:

TABLE 57**Single-Family Project Fees**

Development Description	Single Family Dwelling Unit with Attached Garage
Location	1188 15 th Street
Habitable Area	1520 Square Feet
Garage Area	402 Square Feet
Total Valuation	\$179,065.00
Building Plan Check Fees	\$1454.07
Building Permit Fees	\$ 2237.03
Electrical Permit Fees	\$184.00
Mechanical Permit Fees	\$ 98.00
Plumbing Permit Fees	\$ 247.00
SMIP (Strong Motion Instrumentation Program) Fee	\$ 17.91
Imaging Fee	\$ 2.00
Sewer Capacity Charge	\$ 1230.00
Residential Construction Tax (Park Fee)	\$1100.00
Transnet Fee	\$ 2000.00
Total City Fees	\$8,570.01
School Fees (paid to School Districts)	\$ 6,247.20
Total City and School District Fees	\$ 14,817.21

Multi-Family Project Fees

Development Description	Five Attached Dwelling Units with Attached Garages
Location	1044, 1046, 1048, 1050 and 1052 Fern Avenue
Habitable Area	6656 Square Feet
Garage Area	2280 Square Feet
Deck Area	434 Square Feet
Total Valuation	\$ 700,000.00
Building Plan Check Fees	\$ 4283.39
Building Permit Fees	\$ 6589.83
Electrical Permit Fees	\$383.00
Mechanical Permit Fees	\$ 330.00
Plumbing Permit Fees	\$ 1171.00
SMIP (Strong Motion Instrumentation Program) Fee	\$ 70.00
Imaging Fee	\$ 2.00
Sewer Capacity Charge	\$ 4,920.00
Residential Construction Tax (Park Fee)	\$ 5,500.00
Transnet Fee	\$ 8,000.00
Total City Fees	\$31,249.22
School Fees (paid to School Districts)	\$ 19,489.68
Total City and School District Fees	\$ 50,738.90

TABLE 58

PROPORTION OF FEE IN OVERALL DEVELOPMENT COST FOR A TYPICAL RESIDENTIAL DEVELOPMENT		
Development Cost for a Typical Unit	Single-Family	Multifamily
Total estimated building permit fees per unit	\$ 4,240	\$ 2,565.84
Typical estimated cost of development per unit including building permit and impact fees	\$ 193,882.21	\$ 150,147.78
Estimated proportion of building permit fee cost to overall development cost per unit	2.2%	1.7%

TABLE 59

IMPACT FEES		
Police	None	None
Fire	None	None
Parks	1,100.00	1,100.00
Water and Sewer		
Sewer Hook-up	1,230.00	984.00
Solid Waste	None	None
Traffic (TransNet)	2,000.00	2,000.00
Flood	None	None
School	6,247.20	3,897.94
Special District	None	None
Habitat	None	None
Other		
IMPACT FEE TOTAL	\$ 10,577.2	\$ 7,981.94
Estimated Impact Fee Proportion of Total Development Cost	5.5%	5.3%

Fees, land dedications, or improvements are also required in most instances to provide an adequate supply of public parkland and to provide necessary public works (streets, sewers, and storm drains) to support the new development. While such costs are charged

to the developer, most, if not all, additional costs are passed to the ultimate product consumer in the form of higher home prices or rents.

The significance of the necessary public works improvements in determining final costs varies greatly from project to project. The improvements are dependent on the amount of existing improvements and nature of the project.

The South Bay Unified School District serves the City of Imperial Beach. The elementary and high schools operate under one administration. The School District assesses a school impact fee on all new development. The fee of \$2.25 per square foot on residential land can add significantly to the cost of development. If the project lies within a community facilities district, fees can be spread across a 25 year period at the rate of 0.37 per square foot a year, escalating 2 percent per year. Currently, there are no exemptions from the school impact fee, however, the school board will review and consider requests for exemption from the fee.

Compliance with numerous governmental laws or regulations can also add to the cost of housing. Requirements which relate to site coverage, parking, and open space within developments can indirectly increase costs by limiting the number of dwelling units which can occupy a given piece of land. This is especially true with larger units when the bulk of the buildings and increased parking requirements occupy an increasing share of the site. In some instances, developers must decide whether or not to build smaller units at the maximum allowable density or fewer larger units at a density less than the maximum. Either solution can have different impacts on the housing market.

Building a higher number of small units can reduce costs and provide additional housing opportunities for smaller households but does not accommodate the needs of larger families. Bigger units can be made available to families, but because of their size and lower density, the cost of these units is higher.

Other development and construction standards can also impact housing costs. Such standards may include the incorporation of additional design treatment (architectural details or trim, special building materials, landscaping, and textured paving) to improve the appearance of the development. Other standards included in the Uniform Building Code lists regulations regarding noise transmission and energy conservation can also result in higher construction costs. While some of these features (interior and exterior design treatments) are included by the developer to help sell the product in the competitive market, some features (e.g., energy conservation regulations) may actually reduce monthly living expenses. All add to the initial sales price, which is becoming an increasingly difficult hurdle for many new homebuyers.

2.3.a(4) Processing and Permit Procedures

The time required to process a project varies greatly from one project to another and is directly related to the size and complexity of the proposal and the number of actions or approvals needed to complete the process. The following chart identifies the most

common steps in the entitlement process. It should be noted that each project does not necessarily have to complete each step in the process (e.g., small scale projects consistent with General Plan and zoning designations do not generally require Environmental Impact Reports, General Plan Amendments, Rezones, or variances). Also, certain review and approval procedures may run concurrently. Since the majority of Environmental Impact Reports (EIR) are prepared in response to a General Plan Amendment request, they are often processed simultaneously. Imperial Beach also encourages the joint processing of related applications for a single project. As an example, a rezone petition may be reviewed in conjunction with the required site plan, a tentative tract map, and any necessary variances. Such procedures save time, money, and effort for both the public and private sector and could decrease the costs for the developer by as much as 30 percent. Table 51 below outlines the development review and approval procedures for residential developments. There are no differences in the review and approval processes between single-family and multifamily developments.

For ministerial building permits, the issuance time is about 2 months. For discretionary permits that would involve a coastal permit, site plan and design review, and a tentative map, the time would be from 2.5 months to 5 months. These fees may be lowered or eliminated by the Department Director on a case by case basis. In cases where an Environmental Impact Report is required, several more months will be added to the processing time. On average, total processing time for an application can take two to six months depending on the complexity of the project. The City of Imperial Beach encourages concurrent application, and concurrent plan checks to streamline the application process.

The vast majority of projects in Imperial Beach are governed by discretionary processes because the City is within a Coastal Zone. Therefore, most projects (with the exception of single family homes outside the coastal zone) require discretionary permitting. The processing time and approval procedures are listed below.

**TABLE 60
DEVELOPMENT REVIEW AND APPROVAL PROCEDURES**

Action/Request	Processing Time	Comments
Environmental Impact Report (Deposit: \$7,000.)	6-12 months	Processing and review time limits controlled through CEQA. Accepted by decision making body
Negative Declaration (Deposit: \$2,000)	4-6 months	Processing time can be extended if the project has a longer review and approval period. Adopted by decision-making body.
General Plan Amendment (Deposit: \$5,000)	1 year	Gov. Code Section 65358 limits the number of times any element of the General Plan can be amended each calendar year. Requires a public hearing for the City Council.
Zone Change (Deposit: \$3,000)	9-12 months	Certain procedures and time limits established by Gov. Code Sections 65854-65857. Approved by the City Council upon recommendation by the Planning Commission.
Tentative Parcel Map (Deposit: \$2,000)	3-5 months	Approved by the City Council.
Site Plan Review (Deposit: \$3,000)	90 days	Approved by the Community Development Department and the City Council depending on the nature of the project
Design Review Deposit: (\$1,500)	90 days	Approved by the community development department and the City Council depending on the nature of the project.
Coastal Permit (Deposit: \$1,500 administrative Deposit: \$2,000 regular)	2-6 months	Approved by staff or the City Council and then reported to the coastal Commission.
Tentative Map (Deposit: \$2,500)	120 days	Approved by the Planning Commission / City Council.
Variance (Deposit: \$1,800)	60 days	Approved by the Planning Commission /City Council.
Conditional Use Permits (Deposit: \$2,000)	90 days	Approved by the Planning Commission /City Council.
Source: Imperial Beach City Personnel		

The City works closely with developers to approve single-family projects and multifamily projects in order to expedite approval procedures so as not to put any timing constraints on development. For a typical project, an initial meeting with the Community Development Department is arranged to discuss the development proposal. Then a tentative parcel map application or a description of project must be filed with a site plan, which is first

reviewed by the Planning Department and other agencies such as Public Works for consistency with City ordinances and General Plan guidelines. Depending upon the nature of plan, the Community Development Department approves the project or the Department makes recommendations to the City Council on a discretionary approval. Depending on the complexity of the project, a typical project is approved two to five months from date of plan submission. After the project is approved, the Building Department performs plan checks and issues building permits. Throughout construction, the Building Department will perform building checks to monitor the progress of the project. This process does not put an undue time constraint on the development of projects because of the close working relationship between City staff, developers, and the decision-making body.

Compliance with numerous governmental laws or regulations can also add to the cost of housing. Requirements which relate to site coverage, parking, and open space within developments can indirectly increase costs by limiting the number of dwelling units which can occupy a given piece of land. This is especially true with larger units when the bulk of the buildings and increased parking requirements occupy an increasing share of the site. In some instances, developers must decide whether or not to build smaller units at the maximum allowable density or fewer larger units at a density less than the maximum. Either solution can have different impacts on the housing market.

Building a higher number of small units can reduce costs and provide additional housing opportunities for smaller households but does not accommodate the needs of larger families. Bigger units can be made available to families, but because of their size and lower density, the cost of these units is higher.

Other development and construction standards can also impact housing costs. Such standards may include the incorporation of additional design treatment (architectural details or trim, special building materials, landscaping, and textured paving) to improve the appearance of the development. Other standards included in the Uniform Building Code lists regulations regarding noise transmission and energy conservation that can also result in higher construction costs. While some of these features, such as interior and exterior design treatments, are included by the developer to help sell the product in the competitive market. Other features, such as energy conservation regulations, may actually reduce monthly living expenses, all add to the initial sales price, which is becoming an increasingly difficult hurdle for many new homebuyers.

Proposition P, passed by citizens in 1992, provides that no lots which are combined or consolidated pursuant to the Subdivision Map Act, or otherwise, shall be allowed to yield a greater density of residential units than such lots would have yielded prior to the combining of said lots. However, because there is very little opportunity for lot consolidation, this measure does not pose a significant constraint to the development of the currently vacant lots. However, it does pose a constraint for redevelopment opportunities.

2.3.a(5) Building Codes and Enforcement

Compliance with the California Building Code (CBC) should not significantly add to the cost of construction since the Code is mandated to be enforced statewide and costs should be relatively uniform across the State of California. Any costs associated with

Building Code standards are necessary to protect the health safety and welfare of the citizens. Compliance ensures that all new or renovated buildings are structurally sound, have proper exiting and are equipped with necessary fire protection features. In addition the CBC mandates energy efficiency as well as provisions for access for persons with disabilities.

The City of Imperial Beach does not have any amendments to the CBC that might diminish the ability to accommodate persons with disabilities. In fact the City of Imperial Beach rigorously enforces the disabled access provisions found in Chapters 11A (Housing Accessibility) and 11B (Accessibility to Public Buildings, Public Accommodations, Commercial Buildings and Publically Funded Housing) of the CBC. The City of Imperial Beach enforces and administers the 2007 CBC as mandated by the State of California. The CBC is based on the 2006 edition of the International Building Code (IBC). Newly constructed and renovated buildings must conform to the standards of the CBC. The City has not adopted any amendments to the CBC. The City has a program of inspection and enforcement of existing structures through the Code Compliance Division which is a section of the Department of Community Development.

2.3.a (6) On- and Off-Site Improvements

For residential projects, the City requires both on- and off-site improvements. These include: curb/gutter and drainage facilities, sidewalks, paved streets, landscaping and water and sewer service. Such improvements are required as a condition of the subdivision map, or if there is no required map, improvements are required as part of the building permit. These on- and off-site improvements promote the health, safety and general welfare of the public.

Curbs/gutters and drainage facilities direct storm and runoff water out of residential developments. City roadways are required to be paved. Pavement creates an all-weather roadway, facilitates roadway drainage, and reduces dust. It also produces a high-speed circulation system and facilitates relatively safe traffic movement. Roadways are classified by the City according to traffic needs. They are as follows:

- Arterial: 6-lanes with 80 feet right-of-way
- Major Street: - 4 lanes, 80 feet right-of-way
- Collector – 2-4 lanes, with a 60 - 80 foot right-of-ways
- Residential - 2 lanes, 50 foot right-of-way

Arterials, expressways and collectors are designated on the General Plan according to existing and projected needs. Developers are responsible for the development of roadways associated with the residential project. Currently, the City does not currently have a traffic impact fee; however, with the passage of Prop A, Transit extension in 2004, the City will eventually establish a traffic impact fee.

Sidewalks are for movement of pedestrian traffic. Where sidewalks are available, safety of pedestrian traffic is enhanced, particularly for school-age children, the elderly and the physically impaired.

Landscaping is required for all zoning districts. Such landscaping would include, but not be limited to, shrubbery, trees, grass and decorative masonry walls. Landscaping

contributes to a cooler and more aesthetic environment in the City by providing relief from developed and paved areas. All landscaping is installed by the developer.

Development of, and connection to, municipal water and sewer services are required as a condition of approving tract maps. Water service is necessary for a constant supply of potable water. Sewer services are necessary for the sanitary disposal of wastewater. These off-site requirements allow for the development of much higher residential densities.

Adequate parking must be provided for each new building structure and may not be removed unless a sufficient replacement is provided or the existing structure is removed. Parking is to be located on the same lot as the main building. For single-family dwellings, multifamily dwellings, and mobile homes, there is a requirement for two parking spaces per dwelling unit. However in the medium density and high density residential zones only one space has to be covered. All parking facilities must have adequate lighting and must have landscaping.

2.3.a(7) Persons with Disabilities

The City of Imperial Beach conscientiously and specifically, implements and monitors compliance with SB 520 (Article 10) in the review of its General Plan, zoning ordinances, development codes, construction and re-construction regulations, and in the development and rehabilitation of multifamily and single family homes. The City of Imperial Beach conducted an internal review for compliance with “reasonable accommodation” with the following findings:

Zoning and land use:

Supportive multifamily or single family housing for the disabled is specifically permitted in any residential zone that permits non-designated single or multifamily housing

All multifamily complexes are required to provide handicapped parking spaces, depending on the size of the development. The City is flexible and works with the developers of special needs housing and will reduce parking requirements if the applicant can demonstrate a reduced need for parking. The City has no separate restrictions or development standards for group homes or other special needs housing.

The City permits by right group homes with six or fewer persons in any residential zone without restriction or additional permits. This allows proponents to locate these facilities in any area they can afford without addition development or permit costs; it is a market issue, not a jurisdictional issue.

Group homes with more than six persons are permitted as required by SB520. There are no regulations relating to the citing of special needs housing in relationship to distance or location to one another, except as those required of all residential or commercial projects.

The City of Imperial Beach holds public hearings for every change or amendment to any ordinance, policy, program, procedure, funding, or other similar action. There is no public comment request for the establishment of a group home for six or less persons. Requests for group homes of more than six persons are determined at a noticed public

hearing before the Planning Commission. Property owners within 300 feet of the site are noticed and may attend and comment.

There are no special conditions for group homes that also provide services if there will be six persons or less in residence, or if a larger facility is located in a commercial zone or civic center. However, if the larger facility is planned in a residential zone, the service component will become a part of the Use Permit process.

Recognizing that some disabled persons may require the assistance of specially trained persons who live with the disabled persons, the zoning ordinance does not differentiate between related and unrelated persons occupying the same residential unit.

Permits and Processing:

All City offices of Imperial Beach are handicapped accessible. Disabled applicants are treated with the same courtesy as all applicants. They are provided one-on-one assistance to complete the forms for zoning, permits, or other building applications. The City will reasonably accommodate any specific verbal or written request for assistance. Applications for retrofit are processed over-the-counter in the same process as for improvements to any single family home.

The City of Imperial Beach continually reviews its ordinances, policies, and practices for compliance with fair housing laws. A recent review resulted in a broadened and revised definition of “family” to include State and federal definitions relating to unrelated adults. The City is in compliance with all Fair Housing Laws.

Imperial Beach has set valid and responsible building codes for utilization in the City. The City Building Department administers building code and enforcement services. The City has adopted, and the department implements, provisions of the 2001 Uniform Building Code. It does not have any amendments to its building codes that might diminish the ability to accommodate persons with disabilities. During the analysis of potential Governmental Constraints to development, these items were not identified as constraints

2.3.B. NON-GOVERNMENTAL CONSTRAINTS

The ability to address the underserved needs of the citizens of the City of Imperial Beach must overcome a variety of obstacles, many of which are beyond the scope of municipal governments. The responsibility for identifying, responding to, and mitigating these needs rests with the agencies providing services. Funding limitations exist at all levels.

The private market influences the selling and rental prices of all types of housing. This includes existing and new dwelling units. While actions within the public sector play important parts in determining the cost of housing, the private sector affects the residential markets through such mechanisms as supply costs (e.g., land, construction, financing) and value of consumer preference.

2.3.B(1) AVAILABILITY OF FINANCING

Another constraint affecting housing costs is the cyclical nature of the housing industry. Housing production can vary widely from year to year with periods of above-average production followed by periods of below-average production. Fluctuations are common in

most industries, but appear to be more dramatic in the homebuilding sector because of the susceptibility of the industry to changes in federal fiscal and monetary policies. Imperial Beach has a relatively stable housing market. Building permits for new residential units average 17 units per year since 2000.

One of the significant components to overall housing cost is financing. After decades of slight fluctuations in the prime rate, the 1980's saw a rise in interest rates, which peaked at approximately 18.8 percent in 1982. As the decade closed and the economy weakened, the prevailing interest rate was around ten percent. The decade of the 1990's has seen interest rates drop dramatically, fluctuating between six and eight percent. Through 2005, the rates on a 30-year fixed rate mortgage have varied between just below six percent and eight percent. For the first time since the 1960's, some mortgage rates have fallen below six percent. This has good implications for the City of Imperial Beach's First Time Home Buyer program because all of the permanent second mortgages are typically two to three points below the current market rate.

According to data in Table 61, the current median price for a single family home sold in 2004 in Imperial Beach was \$410,000. Assuming a ten percent down payment, and a 30-year fixed rate mortgage, the Principal-Interest-Taxes-Insurance (PITI) payment can be estimated to be \$2,201 for a six percent interest rate. This monthly payment is only affordable for households with above moderate incomes. In 2005, an estimated 5.9 percent of the Imperial Beach households have incomes greater than \$99,999, so only a small percentage of the population can afford the typical single family home despite fluctuations in the interest rate.

**TABLE 61
AFFORDABLE HOUSING COST**

Interest Rate	Selling Price	Net Monthly Payment*	Income Required **
6.00%	\$410,000	\$2,201	\$88,040
7.00%	\$410,000	\$2,440	\$97,600
8.00%	\$410,000	\$2,689	\$107,560
* Assumes a 10 percent down payment			
**Assumes 30 percent of income towards net monthly payment.			

2.3.B(2) COST OF LAND

The cost of raw, developable land has a direct impact on the cost of a new home and is, therefore, a potential non-governmental constraint. The higher the raw land costs, the higher the price of a new home. For this reason, developers sometimes seek to obtain city approval for the largest number of lots allowable on a given parcel of raw, developable land. This allows the developer to distribute the costs for new infrastructure improvements (e.g. streets, sewer lines, water lines, etc.) over the maximum number of lots. Land costs in the San Diego region are high as compared with the rest of the nation. Specifically, the cost of land in the South Bay region of San Diego County that includes Imperial Beach represents the cost of new single family land construction. On average the cost of a lot in this area is an estimated at \$1,050,000 per acre. At a density of 7 units per acre, the land cost per lot for unimproved land is \$150,000. At this rate, land costs are about one-fourth of the total sales price.

As the availability of vacant residential land becomes scarcer over time, the cost of vacant land will increase in the City of Imperial Beach. As a general rule, if the land cost component in the City of Imperial Beach remains within 35 percent, then the availability of land should not pose a significant constraint on the development of housing for all income groups.

2.3.B(3) COST OF CONSTRUCTION

The costs of labor and materials have a direct impact on the price of housing and are the main components of housing cost. Residential construction costs vary greatly depending upon the quality, size, and the materials being used. A major component of the cost of housing is the cost of building materials, such as wood and wood-based products, cement, asphalt, roofing materials, and plastic pipe. Prices for these goods are affected primarily by the availability and demand for such materials. The costs of building materials in San Diego in general and in Imperial Beach in particular are moderate and, therefore do not constitute a constraint to the development of affordable housing.

A major cost component of new housing is labor. Inflated labor costs due to high wage rates significantly increase the overall cost of housing in some markets. The cost of labor in Imperial Beach is relatively low for a number of reasons. Overall, the San Diego Region cost of living is relatively high; wage scales in the area, therefore, tend to be somewhat higher than in markets with lower living costs. Also labor is generally less costly because the area is predominantly non-union. Labor in highly unionized markets is typically more expensive. The City will monitor the impact of recent prevailing wage legislation to determine the impact on affordable housing.

Product design and consumer expectations also influence the types and styles of units being constructed in this area. Today's new homes are quite different than those produced during the 1960's. Numerous interior and exterior design features (larger master bedroom suites, microwave ovens, trash compactors, dishwashers, wet bars, decorative roofing materials, exterior trim, and architectural style) make it difficult to make direct comparisons in costs over the years. In a highly competitive market, many consumers consider these "extra touches" as necessities when buying a new home. While the basic shelter or "no frills" house has met with varying degrees of consumer acceptance, the high costs of homeownership may lead to a return to less complicated designs. A significant constraint for many families is the specific design features (lack of recreational facilities or unit size and design) in individual projects that are not suited for children. In addition, design features such as stairs, hallways, doorways, counters, and plumbing facilities may restrict access to handicapped persons.

2.3.b(4) Condominium Conversions

As the availability of land decreases and the cost of land increases, many developers have actively been pursuing the conversion of rental stock into more affordable

homeownership condominium units. Condominium conversions have become one of the few ways within the City of Imperial Beach that have the potential of meeting the demand for first time home buyer housing. However, while it does address the demand for for-sales homes, the conversion is removing necessary rental housing targeting those households in the moderate incomes who may not be able to afford the for-sales price of the units. In the past 10 years there have been approximately 150 multiple units converted to condominiums within the City of Imperial Beach.

In order to address the issues surrounding the conversion of rental housing to condominiums, the City adopted a Condominium Conversion Ordinance in 2005. This Ordinance identifies development standards for the conversion as well as establishes relocation procedures and compensation for those existing tenants who cannot afford to purchase the unit they are currently occupying. It is recognized by the City that some of the housing stock currently being converted may be affordable to tenants with low or moderate income, thus removing viably rental stock from the City's rental market. In order to help preserve potential units who's market rate rents are affordable to this income group, the City has established programs and policies that incentivize developers for retaining this stock as well as seek the assistance of other affordable housing developers in the rehabilitation and preservation of these units while establishing affordability covenants to insure the affordability of the project over time.

2.3.C. CONSTRAINT REMOVAL EFFORTS

Cost implications for developers of low-income housing can be significant when any increase inhibits the ability to provide units affordable to their clients. To offset developer's costs, fees may be lowered or eliminated by the Department Director on a case by case basis. However the City does not have a standing policy for such assistance. The City also provides cost reductions to developers through the Density Bonus when low and very-low income housing units are proposed. Further cost reductions occur in the form of increased densities and concessions such as flexibility in site development standards and zoning code requirements, deferment of development fees, and financial aid from the Redevelopment Agency.

2.3.D. OPPORTUNITIES FOR ENERGY CONSERVATION

Two basic and interrelated approaches to creating energy conservation opportunities in residences are conservation and development.

2.3.d(1) Conservation

Conservation can be accomplished by reducing the use of energy-consuming items, or by physically modifying existing structures and land uses. The California Energy Commission first adopted energy conservation standards for new construction in 1978. These standards, contained in Title 24 of the California Administrative Code, contain specifications relating to insulation, glazing, heating and cooling systems, water heaters, swimming pool heaters, and several other items. Specific design provisions differ

throughout the State depending upon local temperature conditions. Because of the warm climate, some of the insulation and heating standards are significantly less stringent in Imperial Beach.

The California Energy Commission revised the standards for new residential buildings in 1981. These "second generation" standards were then delayed until 1983 when AB 163 was passed which provided options for complying with the standards. Although the energy regulations establish a uniform standard of energy efficiency, they do not insure that all available conservation features are incorporated into building design. Additional measures may further reduce heating, cooling, and lighting loads, and overall energy consumption. While it is not suggested that all possible conservation features be included in every development, there are often a number of economically feasible measures that may result in savings in excess of the minimum required by Title 24. Title 24 energy requirements are consistently reviewed in all building applications processed in the City.

2.3.d(2) Development

Solar energy is a viable alternate energy source for the City of Imperial Beach. There are two basic types of solar systems: active and passive. In passive solar systems, the structure itself is designed to collect the sun's energy, then store and circulate the resulting heat similar to a greenhouse. Passive buildings are typically designed with a southerly orientation to maximize solar exposure, and are constructed with dense material such as concrete or adobe to better absorb heat. Properly placed windows, overhanging eaves, and landscaping can all be designed to keep a house cool.

Active solar systems typically collect and store energy in panels attached to the exterior of a house. This type of system utilizes mechanical fans or pumps to circulate the warm/cool air, while heated water can flow directly into a home's hot water system. Solar cells absorb the sun's rays to generate electricity and can substantially reduce electric bills. Technology has made the cells increasingly efficient, and has reduced their cost to the level that may make them more popular with the average consumer. Although passive solar systems generally maximize use of the sun's energy and are less costly to install, active systems have greater potential application to cool and heat a house plus, and to provide it with hot water and electricity. This may mean lower energy costs for Imperial Beach's residents.

Approximately 69.4 percent of the City's housing stock has been built since 1980 and most of these units benefit from Title 24 and other energy conservation measures. Some conservation opportunities will come from remodeling existing residences. Major opportunities for residential energy conservation will include insulation and weatherproofing, landscaping, and maximizing orientation and lowering appliance consumption. With the energy crisis of 2001, many new residential structures are incorporating energy conservation equipment and design, as well as technological advances (such as automatic timers to control air conditioning, lighting, etc.) to help reduce energy dependence.

SECTION 3.0 HOUSING NEEDS, ISSUES, AND TRENDS

3.1 STATE ISSUES AND POLICIES

In 1980, the State of California amended the Government Code by adding Article 10.6 regarding Housing Elements. By enacting this statute, the legislature found that "the availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order. The early attainment of this goal requires the cooperative participation of government and the private sector in an effort to expand housing opportunities and accommodate the housing needs of Californians of all economic levels. Local and state governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community..."

A May 22, 2000 update to the Statewide (1996-2000) Housing Plan indicates that California may have to accommodate 45 million people by 2020. To meet the enormous needs for housing and other services, the State will have to use all the resources at its disposal.

The five-year housing strategy is intended for the utilization of federal resources toward housing needs in the state. Three broad objectives are identified for the use of federal funds:

- Meeting low-income renters needs
- Meeting low-income homeowners needs
- Meeting the needs of homeless persons and households requiring supportive services

Within the five year strategy is a sub-list of strategies that are intended to address housing as a statewide concern:

- Development of New Housing (assisting local governments in preparing and implementing housing elements of their general plan, expedited permit processing for affordable housing, funding resources, and fostering partnerships between housing providers).
- Preservation of Existing Housing and Neighborhoods (rehabilitation of existing homes, code enforcement, preserving government-assisted housing projects, and mobile home ownership).
- Reduction of Housing Costs (development on surplus and under-utilized land, self-help construction and rehabilitation programs, tax-exempt bonds for development and rehabilitation, financing and modular homes, eliminating duplicative environmental review procedures, and revising regulations that add to the cost of housing development).

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- Much higher levels of housing construction are needed to adequately house the State's population.
 - High housing cost burdens are increasingly an issue for both owners and renters. The combination of upward price pressure in the housing markets and relatively tight urban housing markets has led to increasing cost burdens, particularly for low-income renter residents.
 - In some portions of the State, the level of overcrowding has dramatically increased.
 - A substantial portion of affordable rental housing developments statewide are at risk of conversion to market rate use.
 - Significant numbers of temporary agricultural workers migrate throughout the State, facing housing challenges that impact their welfare.
 - Homeless individuals and households face significant difficulties in obtaining shelter and reintegrating themselves into the broader society.

3.2. TRENDS

The following is a summary of housing trends in Imperial Beach:

- ❖ Over the last Housing Element period, the Imperial Beach Housing Program was effective in meeting half of the RHNA goals. Affordable housing types and economic segments have been accommodated through the Housing Programs. However, due to market constraint and significant increases in land and labor costs, no affordable housing was built in the past 5 years.
- ❖ Six key household trends impacting Imperial Beach's housing are:
 - Continual increases the cost of housing in the region
 - A continuing demand for subsidized rental units
 - A demand for multifamily units
 - A demand for homeownership opportunities for moderate income households
 - A decreasing supply of vacant land
 - The potential for redevelopment
- ❖ According to the 2005 survey, 23.1 percent of Imperial Beach's housing needs some level of repair.
- ❖ One rental project is considered "at-risk" of converting to market rate over the next ten years. This project is at low risk of being sold out of the affordable program. The owners of all projects have opted to renew their HUD Section 202 annually and have indicated they do not have immediate plans to opt-out. The City will continue to monitor at-risk units on an annual basis.

3.3. POLICY GOALS

The goals, objectives, and programs of the 2005 City of Imperial Beach Housing Element focused on maintaining housing affordability, increasing the supply of housing for moderate and above moderate income groups, and meeting the

needs of the special needs population. The current update continues to address these issues.

The objectives in this update will be quantified to meet the RHNA for the City, as prescribed by the San Diego Association of Governments (SANDAG).

The City of Imperial Beach has eight broad housing priorities:

1. To maintain and improve the quality of the existing housing stock and the neighborhoods in which it is located.
2. To provide for a choice of housing locations and types for all residents including promoting up-scale housing for middle income residents.
3. To provide special needs housing including but not limited to domestic violence issues, senior housing, disabled housing, migrant housing and homeless shelters.
4. To promote the development of hotel and motel establishments in the City.
5. To promote access to safe and decent housing for all economic groups
6. Increase the availability of affordable housing for all households in Imperial Beach through public and private channels
7. To manage housing and community development in a manner that will promote the long-term integrity and value of each new housing unit and the environment in which it is located
8. To promote energy and water conservation activities in all residential neighborhoods.

**TABLE 62
QUANTIFIED OBJECTIVES**

Income Group	New Construction	Rehabilitation	Conservation
Very Low	13	5	99
Low	9	15	15
Moderate	16	10	10
Above Moderate	49	5	0
TOTAL	87	35	124

SECTION 4.0

HOUSING PROGRAM

The purpose of this section is to formulate a housing program that will guide the City of Imperial Beach and all of its housing stakeholders toward the preservation, improvement and development of housing for all economic levels. It is the City's intent to create a municipal climate that encourages varied and quality affordable housing developments by both the public and private sectors. The following programs include goals, objectives and policies that will form the foundation for the implementation of specific procedures and actions related to housing and economic development.

4.1 GOALS, OBJECTIVES, POLICIES AND PROGRAMS

GOAL 1: HOUSING OPPORTUNITIES AND ACCESSIBILITY

It is the goal of the City of Imperial Beach to concentrate its efforts to meet the current affordable housing needs of all community residents while preparing to meet the area's future diverse housing demands.

Objective 1-1: Seek assistance under federal, state, and other programs for eligible activities within the City that address affordable housing needs.

Policy 1-1-1: Continue to apply to the San Diego County Consortium for Home Investment Partnerships (HOME) and Community Development Block Grant (CDBG) funds, and for any new funding which may become available that may be used for housing-related programs.

Program A: The City staff will continue to coordinate with the San Diego County Consortium to apply for the funding that is made available through the County CDBG and HOME funds. The City will use these funds to support rehabilitation and redevelopment programs that benefit very low, low and moderate-income households.

Responsibility: Community Development Department

Timing: Ongoing

Program B: The City staff will increase its coordination with the State HCD staff to apply for the funding that is made available through the Housing and Emergency Shelter Trust Fund Act of 2002, including the Joe Serna Jr. Farmworker Housing Grant Program and the CalHome Program. Further, the City will apply for funding through the loan and grant program directory provided to the City by HCD annually.

Responsibility: Community Development Department/HCD

Timing: Current and Ongoing through 2010

Policy 1-1-2: Continue to allocate Redevelopment Agency Low to Moderate Income (LMI) funds to direct housing related programs.

Program C: The City of Imperial Beach Redevelopment Agency will continue to use redevelopment revenues of \$4.1 million in accordance with the Redevelopment Agency's five-year Implementation Plan. The City plans to use this money to purchase deteriorated housing units and finance their improvements, and to provide gap financing for housing projects.

Responsibility: City of Imperial Beach Redevelopment Agency and the Community Development Department

Timing: Ongoing, subject to the Redevelopment Agency Annual Report.

Policy 1-1-3: Provide technical assistance to developers, nonprofit organizations, or other qualified private sector interests in the application and development of projects for federal and state financing.

Program D: Prepare a *Project Information Brochure* outlining City participation and incentives, housing needs from the Housing Element (or other market source), a definition of the state and federal funding for which the City is willing to apply, and other pertinent information. Distribute the brochure to local non-profit and for-profit development groups, and regional agencies.

Responsibility: Community Development Department

Timing: Third Quarter 2009 updated annually through 2010

Program E: In order to ensure a timely and efficient planning process the Planning Department will offer pre meetings with developers of proposed affordable projects to strategize about project design, City standards, necessary public improvements, and funding strategies.

Responsibility: City Planning and Planning Commission

Timing: 6 months after Housing Element adoption through 2010

Objective 1-2: Provide home ownership opportunities whenever possible.

Policy 1-2-1: Continue to promote countywide programs that assist qualified homebuyers with the purchase of their home.

Program F: Continue the City's promotion of programs such as the Housing Finance Agency's Down Payment Assistance Program, the County of San Diego's Down Payment and Closing Cost Assistance Program and San

Diego Regional Mortgage Credit Certificate Program by providing brochures outlining these programs at public locations.

Responsibility: Community Development Department

Timing: Brochures to be made available by October of 2009 updated annually.

Policy 1-2-2: Develop a program to monitor the extent of residential, commercial, and industrial development on an annual basis. Sufficient detail should be provided to monitor employment growth and housing production. Monitor housing development costs on an annual basis to ensure affordability to a broad spectrum of City residents. Include information from the San Diego County Board of Realtors, Multiple Listing Service and the BIA to track housing development, sales, and listing costs.

Program G: Attend the San Diego Association of Governments meetings to track regional development.

Responsibility: Community Development Department

Timing: Ongoing monthly SANDAG meetings.

Program H: The City will continue to monitor State and federal legislation pertaining to housing and comment on, support, or oppose proposed changes or additions to existing legislation, as well as supporting new legislation when appropriate.

Responsibility: Community Development Department

Timing: Current and Ongoing through 2010

Objective 1-3: Encourage the development of housing and programs to assist special needs persons.

Policy 1-3-1: Assess the need for transitional and emergency shelters.

Program I: Meet with San Diego Regional Task Force on Homeless to assess homeless needs and address homelessness that may occur by implementing the goals and priorities addressed in the San Diego Homeless Continuum of Care Plan.

Responsibility: Community Development Department

Timing: Within 6 months of Housing Element adoption, annually thereafter through 2010

Program J: Actively support efforts of homeless service providers who establish short-term bed facilities for segments of the homeless population including specialized groups such

as the mentally ill and chronically disabled. Identify potential land that can be used for a homeless or transitional shelter should one be needed. Offer incentives to developers such as the waiving of development fees to construct a facility.

Responsibility: Planning Department and Planning Commission

Timing: Within 6 months of Housing Element adoption, update the list of vacant parcels annually through 2010

Policy 1-3-2: Assist developers in providing housing to single individuals, working poor, senior citizens, students and others in need of basic, safe housing to prevent the incidence of homelessness. Specifically target this housing in areas near service providers, public transportation, and service jobs, by supporting the efforts of service providers and special needs housing developers by offering development incentives such as fee waiver, the reduction in the cost of permit services, and fast tracking the permit processes.

Program K: Investigate incentives and reporting procedures that can be implemented to encourage and monitor the development of housing opportunities for specialized housing needs.

Responsibility: Community Development Department.

Timing: Within 6 months of Housing Element adoption, incentives reviewed annually thereafter through 2010

Policy: 1-3-3: Provide accessibility and mobility-enhancing device grants to persons with disabilities.

Program L: With the adoption of the housing rehabilitation program guidelines, include a grant to very low and low-income senior citizens and very low and low-income disabled persons to improve accessibility and safety.

Responsibility: City Manager and City Council

Timing: With the development of the housing rehabilitation program, January 2009, annually thereafter through 2010.

Policy 1-3-4: Ensure that the City building codes, and development ordinances comply with the provisions of SB 520 (Chapter 671 of the Government Code).

Program M: Revise zoning ordinance to allow State licensed group homes, foster homes, residential care facilities, and similar state-licensed facilities with six or fewer occupants, deemed permitted by right in a residential zoning district, pursuant to state and federal law.

Responsibility: Community Development Department, City Council

Timing: FY 2009-2010

Program N: Regularly monitor the City's ordinances, codes, policies, and procedures to ensure that they comply with the "reasonable accommodation" for disabled provisions.

Responsibility: Planning Department and City Engineer

Timing: Current and ongoing, annually thereafter through 2010 .

Program O: Develop and formalize a general process that a person with disabilities will need to go through in order to make a reasonable accommodation request in order to accommodate the needs of persons with disabilities and streamline the permit review process. The City will provide information to individuals with disabilities regarding reasonable accommodation policies, practices and procedures based on the guidelines from the California Housing and Community Development Department. This information will be available through postings and pamphlets at the City and on the City's website. The City processes reasonable accommodations through the permit process and requires that developers comply with the disabled access provisions for privately funded multi-family dwellings that are covered under Chapter 11A of the California Building Code (HCD Building Standards) and, where applicable, the disabled access provisions for publicly funded multi-family dwellings that are covered under Chapter 11B of the California Building Code (DSA Building Standards).

Responsibility: Community Development Department

Timing: FY 2009-2010 to be reviewed annually thereafter through 2010

Policy 1-3-5: Assess the need for farmworker housing in the City.

Program P: Work with farm owners and labor providers to determine the number of farmworkers who may be in need of additional housing in the area surrounding Imperial Beach. The resulting report should address: permanent workers, seasonal resident workers, and migrant workers, including unaccompanied migrant workers. In addition, should the report demonstrate a need, the City, in conjunction with local developers, will identify potential sites and/or provide or seek financial assistance to prospective developers of the housing

for farm labor through the Joe Serna Farmworker Grant Program.

Responsibility: Community Development Department.

Timing: Assessment during FY 2009-2010

Program Q: Revise the City's Zoning Code to ensure compliance with employee labor housing act, specifically H&S 17021.5 and 17021.6

Responsibility: Community Development Department

Timing: FY 2009-2010

Policy 1-3-6: Assess the need for emergency shelters.

Program R: Institute Zoning Ordinance amendment in accordance with SB2 requirements stating that transitional housing and supportive housing shall be treated as a proposed residential use and subject only to those restrictions applicable to other residential uses of the same type in the same zone and the same type of structure. The City will designate commercial and high density residential as the appropriate zoning district to accommodate emergency shelters by right. The allowance for Single Room Occupancy (SRO's) shall be encouraged and facilitated through identification of potential locations and through city assistance with grant writing for the development of SRO projects

Responsibility: Planning Department and City Council

Timing: Assessment during FY 2009-2010

Program S: Institute Zoning Ordinance amendment to include manufactured housing as an approved alternative housing type, as per State of California requirements.

Responsibility: Planning Department and City Council

Timing: FY 2009-2010

Objective 1-4: Cooperate with the Housing Authority of the County of San Diego to meet the growing demand for public housing units and rental assistance through the Voucher programs.

Policy 1-4-1: Continue to support the efforts of the San Diego County Housing Authority in its administration of Housing Choice certificates and vouchers.

Program T: Work with the Housing Authority and use all the influence the City has to obtain more Housing Vouchers for the Housing Authority.

Responsibility: San Diego Housing Authority, and City Community Development Department.

Timing: Current and ongoing, through 2005-2010 period

GOAL 2: REMOVE CONSTRAINTS

The goal of the Housing Element is to remove constraints that hinder the construction of housing, especially affordable housing.

Objective 2-1: Provide the citizens in the City of Imperial Beach with reasonably priced housing opportunities within the financial capacity of all members of the community.

Policy 2-1-1: To preserve affordability, continue to allow and encourage developers to "piggyback" or file concurrent applications (e.g., rezones, tentative tract maps, conditional use permits, variance requests, etc.) if multiple approvals are required, and if consistent with applicable processing requirements.

Program U: Monitor average processing times for discretionary development permits on an annual basis and continue to promote a coordinated City review process among affected City departments to reduce delays and processing time.

Responsibility: All Departments.

Timing: Initial evaluation to occur in FY 2009-2010, annually thereafter through 2010

Policy 2-1-2: To preserve affordability, continue to provide incentives (e.g.- density bonus units, fee underwriting, fee deferral, fast-tracking, etc.) to developers of residential projects who agree to provide the specified percentage of units mandated by State law at a cost affordable to very-low and/or low income households. In addition, propose zoning and permit processing changes to further reduce housing costs and average permit processing time.

Program V: Analyze current zoning and permit process provisions and propose new changes during the update to the Zoning Code to further reduce housing costs and average permit processing time. EDAW is currently conducting an analysis that would more clearly identify the criteria under which mixed-use projects that contain residential units in commercial zones could be approved and, thereby, remove an element of uncertainty in its approval process. Upon completion of the study, the City will commit to implementing zoning and permit processing changes as suggested to reduce housing costs and processing times provided that the changes are reasonable.

Responsibility: Community Development Department

Timing: FY 2009-2010

Program W: The City will provide incentives (e.g.- density bonus units, fee underwriting, fee deferral, fast-tracking, etc.) to developers for retaining this stock as well as seek the assistance of other affordable housing developers in the rehabilitation and preservation of these units. In addition, for developers utilizing these incentives, the City will establish affordability covenants to ensure the affordability of the project over time. In addition, redevelopment sites that include affordable housing components will be given priority in the fast tracking process to further encourage developers to seek redevelopment opportunities and to make the redevelopment sites more attractive. By making redevelopment more attractive, developers will be more willing to engage in downtown projects which meet other goals of this element.

Responsibility: Community Development Department

Timing: Program to be developed during FY 2009-2010

Program X: To facilitate mixed use development on sites included in Appendices E and F, the City will provide relaxed development standards for mixed-use developments (commercial or office uses must be on same site as housing) providing an affordable housing component. To further encourage development of mixed use sites, the City will post inventory of available sites on the City's website, and identify potential financial resources to assist in development (i.e. RDA or CDBG funds). Update the City's existing density bonus ordinance the provisions of SB 1818 (Chapter 928, Statutes of 2004).

Responsibility: Community Development Department

Timing: Current and ongoing through 2010

Policy 2-1-3: Consider the impact on housing affordability of all regulations, fee changes, policies, and development projects.

Program Y: Review current planning fees and where appropriate make changes to reflect the affordability of multifamily development.

Responsibility: Planning Department.

Timing: Assess current fee schedule during FY 2009-2010, reassess annually thereafter through 2010

Policy 2-1-4: Encourage the development of second dwelling units to provide additional affordable housing opportunities.

Program Z: Encourage developers to include second dwelling units as an integral part of their project and to plan for second dwelling units in the design of their projects by providing incentives such as fast-tracking to speed up the review process.

Responsibility: Planning Department and Planning Commission

Timing: Current and ongoing through 2010

Program A.a: The City of Imperial Beach will re-examine existing provisions for second units and adopt a new Second Unit Ordinance that satisfies the provisions found under the recently amended Section 65852.2. This new ordinance will determine the zones in which second units are allowed, and the development standards for second units. Monitor the production and affordability of second units on an annual basis.

Responsibility: Planning Department and Planning Commission

Timing: FY 2009-2010

Policy 2-1-5: Encourage developers to employ innovative or alternative construction methods to reduce housing costs and increase housing supply.

Program B.b: Provide incentives to developers of residential projects, when feasible, who agree to provide the specified percentage of units mandated by State law at a cost affordable to very-low and/or low-income households or senior citizens such as waiving certain development fees.

Responsibility: Planning Department.

Timing: Analysis of incentives in FY 2009-2010, reevaluate annually, thereafter through 2010

Objective 2-2: Provide technical assistance to developers, nonprofit organizations, or other qualified private sector interests in the application and development of projects for federal and state housing programs/grants.

Policy 2-2-1: To ensure that the development community (both non-profit and for-profit) is aware of the housing programs and technical assistance available from the City.

Program C.c: Publish the City's Housing Element and updates, Annual Action Plan and respective notices in all public facilities including City Hall, the community center, and the public library

Responsibility: Community Development Department

Timing: Current and ongoing, update Annual Action Plan in FY 2009-2010, annually thereafter through 2010

Objective 2-3: Identify and, where appropriate, remove governmental constraints to the development of housing, including housing for all income levels and special needs groups

Policy 2-3-1 Perform a comprehensive review of the Zoning Ordinance and other regulations, as may be deemed necessary, to ensure that the City's policies and regulations do not inappropriately constrain housing development and affordability.

Program D.d: Review the appropriateness of reducing, waiving, and/or deferring impact and/or processing fees for units affordable to very low and low income households, including senior housing, and apartment units, and housing for special needs groups, including agricultural employees, emergency /transitional housing, and housing for persons with disabilities, to make the development of such units more financially feasible. The city will commit to waiving and/or deferring impact and/or processing fees for the above noted units if the waiver and/or deferral is appropriate and should be done in order to meet the City housing goals and policies set forth herein.

Responsibility: Community Development Department

Timing: FY 2009-2010

Program E.e: Allow flexibility, where appropriate and consider aesthetics, safety public input, etc., in infrastructure and development standards and land use and zoning controls in order to encourage affordable residential development.

Responsibility: Community Development Department

Timing: Current and ongoing through 2010

Program F.f: Annually evaluate whether there are constraints on the development, maintenance and improvement of housing intended for persons with disabilities. The analysis will include a monitoring of existing land use controls, permit and processing procedures and building codes. If any constraints are found in these areas, the City will initiate actions to address these constraints, including removing the constraints or providing reasonable accommodation for housing intended for persons with disabilities.

Responsibility: Community Development Department

Timing: FY 2009-2010, annually thereafter through 2010

GOAL 3: PROVIDE AND MAINTAIN AN ADEQUATE SUPPLY OF SITES FOR THE DEVELOPMENT OF NEW AFFORDABLE HOUSING

It is the goal of the City of Imperial Beach to provide adequate, suitable sites for residential use and development or maintenance of a range of housing that varies sufficiently in terms of cost, design, size, location, and tenure to meet the housing needs of all economic segments of the community at a level which can be supported by the infrastructure.

Objective 3-1: Provide information to for-profit and non-profit developers and other housing providers on available vacant land.

Policy 3-1-1: Monitor and update the inventory of vacant land.

Program G.g: Update the inventory of vacant land on a quarterly basis or as projects are constructed.

Responsibility: Building Department

Timing: Immediately (as part of this Housing Element), with quarterly updates thereafter (January, April, July, and October)

Program H.h: Partner with a development organization to redevelop parcels as identified in Appendix F to provide multifamily rental opportunities affordable to low or moderate income residents. Furthermore, the City will provide incentives to the developer through the provision of gap financing with the Redevelopment Agency's LMI funds and apply for HOME or CDBG financing through the San Diego County Consortium. In addition, the City will provide other incentives such as fee waivers or deferrals, fast tracking, and provide technical support during the rezone process and the project approval process to ensure that the project goes through the planning process smoothly. The City will solicit three to five potential developers by October 2009 to collaborate in the development of these housing units. City will make contact with developers to identify level of interest and ability to make project happen. It is expected that with the implementation of this program, the City will net 15 units of housing that would be affordable to low-income residents.

Responsibility: Community Development Department

Timing: Identification of redevelopment sites completed in this

Housing Element; Identify developers by October 2009; Complete the project, August 2011.

Program I.i: Establish a list of non-profit developers who would be interested in developing affordable housing in the

City. Send these providers a development packet including multifamily vacant land inventory, services, and housing incentives.

Responsibility: Planning Department

Timing: Establish list in FY 2009-2010, update annually thereafter through 2010

Program J.j: Annually review the housing element for consistency with the general plan as part of its general plan progress report

Responsibility: Community Development Department

Timing: Annually beginning January 2009

Objective 3-2: Provide opportunities for mixed use developments.

Policy 3-2-1: To ensure the development of housing that has, to the extent possible, a support structure of shopping, services, and jobs within easy access.

Program K.k: Encourage development of well planned and designed projects that provides for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood by continuing to provide incentives such as allowing higher building intensities, reduced parking requirements, reduced set-back and yard requirements, allow for a higher building height, and greater floor area ratios in these zones. In addition, the City will work closely with the developer of these projects to expedite processing and permit procedures.

Responsibility: Planning Department.

Timing: Initial program development by first quarter 2009; ongoing, thereafter through 2010

Objective 3-3: Provide a sufficient amount of zoned land to accommodate development for all housing types and income levels.

Policy 3-3-1: Encourage the development of larger rental units (three and four bedroom) to accommodate changing household demographics.

Program L.l: Work with the development community to identify the incentives and programs that will encourage the construction of three and four bedroom rental units.

Timing: Prepare program by third quarter 2009, review annually thereafter through 2010

Policy 3-3-2: Monitor the amount of land zoned for all types of housing and initiate zone changes if necessary.

Program M.m: Monitor the amount of land zoned for both single family and multifamily development and initiate zone changes to accommodate affordable housing.

Responsibility: Community Development Department.

Timing: FY 2009-2010

Policy 3-3-4: Preserve and protect residentially zoned sites needed to accommodate residential development consistent with the City of Imperial Beach's RHNA.

Program N.n: Implement the provisions of AB 2292 (Dutra) and prevent the down-zoning of a residential property used to meet the RHNA without a concomitant up-zoning of a comparable property.

Responsibility: Community Development Department

Timing: Immediate and ongoing through 2010 .

GOAL 4: PRESERVE, REHABILITATE, AND ENHANCE EXISTING HOUSING AND NEIGHBORHOODS

It is the goal of the City of Imperial Beach to initiate all reasonable efforts to preserve the availability of existing housing opportunities and to conserve as well as enhance the quality of existing dwelling units and residential neighborhoods.

Objective 4-1: Preserve existing neighborhoods.

Policy 4-1-1: Protect existing stabilized residential neighborhoods from the encroachment of incompatible or potentially disruptive land uses and/or activities.

Program O.o: Continue to monitor new developments for compliance with City design standards. Revise the current Design Review Standards to reflect these goals.

Responsibility: Community Development and City Council

Timing: Current and ongoing, reassess annually through 2010

Program P.p: The City will monitor all demolitions and conversions and ensure that replacement units are provided when needed under the Coastal Zone Housing Requirements.

Responsibility: Community Development and City Council

Timing: Current and ongoing through 2010

Policy 4-1-2: Establish code enforcement as a high priority and provide adequate funding and staffing to support code enforcement programs.

Program Q.q: Enforce existing regulations regarding derelict or abandoned vehicles, outdoor storage, and substandard or illegal buildings and establish regulations to abate weed-filled yards when any of the above is deemed to constitute a health, safety or fire hazard.

Responsibility: Community Development Department.

Timing: Immediately and ongoing through 2010

Policy 4-1-3: Promote energy and water conservation activities in all residential neighborhoods.

Program R.r: Supply energy and water conservation awareness brochures in all public meeting places.

Responsibility: Community Development Department

Timing: Provide brochures in FY 2009-2010, ongoing thereafter through 2010

Objective 4-2: Maintain, preserve and rehabilitate the existing housing stock in the City of Imperial Beach.

Policy 4-2-1: Install and upgrade public service facilities (streets, curb, gutter, drainage facilities, and utilities) to encourage increased private market investment in declining or deteriorating neighborhoods using CDBG funds.

Program S.s: Continue to implement the programs of the Neighborhood Revitalization Strategy of 1998.

Responsibility: Planning and Community Development Department.

Timing: Current and ongoing through 2010

Funding Source: CDBG funds

Objective 4-3: Maintain, preserve and rehabilitate the existing housing stock in the City of Imperial Beach.

Policy 4-3-1: Provide technical and financial assistance to all eligible homeowners and residential property owners to rehabilitate existing dwelling units through grants or low interest loans.

Program T.t: Apply for and aggressively market CDBG, HOME and Redevelopment single family housing rehabilitation programs to meet the goal of rehabilitating 15 units by 2010.

Responsibility: Community Development Department, Imperial Beach Redevelopment Agency.

Timing: Annually beginning in FY 2008-2009, with San Diego County Consortium funding cycle and Redevelopment Agency annual report.

Policy 4-3-2: Provide technical and financial assistance to all eligible multifamily complex owners to rehabilitate existing dwelling units through low interest or deferred loans.

Program U.u: The City will continue to advertise the County of San Diego Housing Authority's Home Improvement Program for Rental Property.

Responsibility: Community Development

Timing: Current and ongoing through 2010.

Policy 4-3-3: Closely monitor the status of at-risk properties.

Program V.v Continue regular contact with the California Housing Partnership Corporation, the agency that monitors the at-risk units and owner notifications of intent to opt-out. Request to be remain on their mailing or email notification list.

Responsibility: Community Development Department

Timing: Current and ongoing through 2010

GOAL 5: PROVIDE HOUSING FREE FROM DISCRIMINATION

It is the goal of the City of Imperial Beach to ensure that all existing and future housing opportunities are open and available to all members of the community without discrimination on the basis of race, color, religion, sex, national origin or ancestry, marital status, sexual preference, age, household composition or size, or any other arbitrary factors.

Objective 5-1: Eliminate housing discrimination.

Policy 5-1-1: Support the letter and spirit of equal housing opportunity laws.

Program W.w: Require that all recipients of locally administered housing assistance funds acknowledge their understanding of fair housing law and affirm their commitment to the law.

Responsibility: Community Development Department, City Council, and City Attorney

Timing: Immediate and ongoing through 2010.

Program X.x: Acquire and maintain fair housing materials, including all pertinent resource, posters and information available through the Department of Fair Employment and Housing (DFEH) and Housing and Urban Development (HUD) to educate citizens on a variety of fair housing issues. Develop information flyers and brochures that highlight (1)

disability provisions of both federal and state fair housing laws and (2) familial status discrimination. Fair housing materials, brochures and flyers will be distributed at outreach events including school fairs, health fairs, and City sponsored events. Collaborate with service agencies to distribute educational materials.

Responsibility: Community Development Department

Timing: Bi-annually.

Program Y.y: The City participates in the County of San Diego Fair Housing Program. All fair housing calls are referred to this organization for follow-up.

Responsibility: Planning Department

Timing: Current and ongoing through 2010

GOAL 6: ENCOURAGE AND ENHANCE COORDINATION OF HOUSING

It is the goal of the City of Imperial Beach to coordinate local housing efforts with appropriate federal, state, regional, and local governments and/or agencies and to cooperate in the implementation of intergovernmental housing programs to ensure maximum effectiveness in solving local and regional housing problems.

Objective 6-1: Maximize coordination and cooperation among housing providers and program managers.

Policy 6-1-1: Continue to support the Imperial Beach Housing Authority to provide housing assistance to extremely low, very low, low, and moderate-income households.

Program Z.z: Maintain membership in the Housing Authority to qualify City residents for Housing Choice Voucher- existing housing assistance administered by the San Diego Housing Authority. Provide information on the availability of County programs to qualified residents.

Responsibility: City Manager and Community Development Department

Timing: Current and ongoing, continually thereafter through 2010.

Policy 6-1-2: Continue to support non-profit cooperation in the development of affordable housing

Program A.b: The City will continue to utilize nonprofit housing organizations to provide financial assistance and technical support in the development of affordable housing and the acquisition and rehabilitation of existing multi-family housing. Non-profit organizations include the South Bay Community Services, Sunburst School, Inc- Children's

Treatment Center, and Lutheran Social Services of Southern California.

Responsibility: Community Development Department

Timing: Current and ongoing through 2010

**TABLE 63
SUMMARY OF ADOPTED PROGRAMS FOR THE IMPERIAL BEACH HOUSING
ELEMENT**

POLICY	PROGRAM	TIME FRAME FOR COMPLETION
1-1-1	Program A: The City staff will continue to coordinate with the San Diego County Consortium to apply for the funding that is made available through the County CDBG and HOME funds. The City will use these funds to support rehabilitation and redevelopment programs that benefit very low, low and moderate-income households.	Ongoing
	Program B: The City staff will increase its coordination with the State HCD staff to apply for the funding that is made available through the Housing and Emergency Shelter Trust Fund Act of 2002, including the Joe Serna Jr. Farmworker Housing Grant Program and the CalHome Program.	Current and ongoing through 2010
1-1-2	Program C: The City of Imperial Beach Redevelopment Agency will continue to use redevelopment revenues of \$4.1 million in accordance with the Redevelopment Agency's five-year Implementation Plan. The City plans to use this money to purchase deteriorated housing units and finance tier improvements, and to provide gap financing for housing projects.	Current and ongoing through 2010, subject to the Redevelopment Agency Annual Report.
1-1-3	Program D: Prepare a <i>Project Information Brochure</i> outlining City participation and incentives, housing needs from the Housing Element (or other market source), a definition of the state and federal funding for which the City is willing to apply, and other pertinent information. Distribute the brochure to local non-profit and for-profit development groups, and regional agencies.	Third Quarter 2009, updated annually through 2010
	Program E: In order to ensure a timely and efficient planning process the Planning Department will offer pre meetings with developers of proposed affordable projects to strategize about project design, City standards, necessary public improvements, and funding strategies.	6 months after Housing Element adoption and ongoing thereafter through 2010
1-2-1	Program F: Continue the City's promotion of programs such as the Housing Finance Agency Agency's Down Payment Assistance Program, the County of San Diego's Down Payment and Closing Cost Assistance Program and San Diego Regional Mortgage Credit Certificate Program by providing brochures outlining these programs at public locations.	Brochures to be made available by October of 2009 updated annually.
1-2-2	Program G: Attend the San Diego Association of Governments meetings to track regional development.	Monthly SANDAG meetings
1-2-2	Program H: The City will continue to monitor State and federal legislation pertaining to housing and comment on, support, or oppose proposed changes or additions to existing legislation, as well as supporting new legislation when appropriate.	Current and ongoing through 2010

1-3-1	Program I: Meet with San Diego Regional Task Force on Homeless to assess homeless needs and address homelessness that may occur by implementing the goals and priorities addressed in the San Diego Homeless Continuum of Care Plan.	6 months after Housing Element adoption and annually thereafter through 2010
1-3-1	Program J: Actively support efforts of homeless service providers who establish short-term bed facilities for segments of the homeless population including specialized groups such as the mentally ill and chronically disabled. Identify potential land that can be used for a homeless or transitional shelter should one be needed. Offer incentives to developers such as the waiving of development fees to construct a facility	6 months after Housing Element adoption list of parcels updated annually through 2010
1-3-2	Program K: Investigate incentives and reporting procedures that can be implemented to encourage and monitor the development of housing opportunities for specialized housing needs.	6 months after Housing Element adoption incentives reviewed annually thereafter through 2010
1-3-3	Program L: With the adoption of the housing rehabilitation program guidelines, include a grant to very low and low-income senior citizens and very low and low-income disabled persons to improve accessibility and safety.	With the development of the housing rehabilitation program, January 2009, annually thereafter through 2010 .
1-3-4	Program M: Revise zoning ordinance to allow State licensed group homes, foster homes, residential care facilities, and similar state-licensed facilities, with six or fewer occupants, deemed permitted by right in a residential zoning district, pursuant to state and federal law.	FY 2009-2010
1-3-4	Program N: Regularly monitor the City's ordinances, codes, policies, and procedures to ensure that they comply with the "reasonable accommodation" for disabled provisions.	Current and ongoing, annually thereafter through 2010
1-3-4	Program O: Develop and formalize a general process that a person with disabilities will need to go through in order to make a reasonable accommodation request in order to accommodate the needs of persons with disabilities and streamline the permit review process. The City will provide information to individuals with disabilities regarding reasonable accommodation policies, practices and procedures based on the guidelines from the California Housing and Community Development Department. This information will be available through postings and pamphlets at the City and on the City's website.	FY 2009-2010 to be reviewed annually thereafter through 2010

1-3-5	Program P: Work with farm owners and labor providers to determine the number of farm workers who may be in need of additional housing in the area surrounding Imperial Beach. The resulting report should address: permanent workers, seasonal resident workers, and migrant workers, including unaccompanied migrant workers. In addition, should the report demonstrate a need, the City, in conjunction with local developers, will identify potential sites and/or provide or seek financial assistance to prospective developers of the housing for farm labor through the Joe Serna Farmworker Grant Program.	Assessment during FY 2009-2010
1-3-5	Program Q: Revise the City's Zoning Code to ensure compliance with employee labor housing act, specifically H&S 17021.5 and 17021.6	FY 2009-2010
1-3-6	Program R: Institute Zoning Ordinance amendment in accordance with SB2 requirements stating that transitional housing and supportive housing shall be treated as a proposed residential use and subject only to those restrictions applicable to other residential uses of the same type in the same zone and the same type of structure. The City will designate commercial and high density residential as the appropriate zoning district to accommodate emergency shelters by right. The allowance for Single Room Occupancy (SRO's) shall be encouraged and facilitated through identification of potential locations and through city assistance with grant writing for the development of SRO projects	FY 2009-2010
1-3-6	Program S: Institute Zoning Ordinance amendment to include manufactured housing as an approved alternative housing type, as per State of California requirements.	FY 2009-2010
1-4-1	Program T: Work with the Housing Authority and use all the influence the City has to obtain more Housing Vouchers for the Housing Authority.	Current and ongoing throughout 2005-2010 period
2-1-1	Program U: Monitor average processing times for discretionary development permits on an annual basis and continue to promote a coordinated City review process among affected City departments to reduce delays and processing time.	Initial evaluation to occur in FY 2009-2010, annually thereafter through 2010

2-1-2	<p>Program V: Analyze current zoning and permit process provisions and propose new changes during the update to the Zoning Code to further reduce housing costs and average permit processing time. EDAW is currently conducting an analysis that would more clearly identify the criteria under which mixed-use projects that contain residential units in commercial zones could be approved and, thereby, remove an element of uncertainty in its approval process. Upon completion of the study, the City will commit to implementing zoning and permit processing changes as suggested to reduce housing costs and processing times provided that the changes are reasonable. .</p>	FY 2009-2010
2-1-2	<p>Program W: The City will provide incentives (e.g.- density bonus units, fee underwriting, fee deferral, fast-tracking, etc.) to developers for retaining this stock as well as seek the assistance of other affordable housing developers in the rehabilitation and preservation of these units. In addition, for developers utilizing these incentives, the City will establish affordability covenants to ensure the affordability of the project over time.</p>	Program to be developed during FY 2009-2010
2-1-2	<p>Program X: To facilitate mixed use development on sites included in Appendices E and F, the City will provide relaxed development standards for mixed-use developments (commercial or office uses must be on same site as housing) providing an affordable housing component.</p> <p>Update the City's existing density bonus ordinance to include the provisions of SB 1818 (Chapter 928, Statutes of 2004).</p>	Current and ongoing, through 2010
2-1-3	<p>Program Y: Review current planning fees and where appropriate make changes to reflect the affordability of multifamily development.</p>	Assess current fee schedule during FY 2009-2010, reassess annually thereafter through 2010
2-1-4	<p>Program Z: Encourage developers to include second dwelling units as an integral part of their project and to plan for second dwelling units in the design of their projects by providing incentives such as fast-tracking to speed up the review process.</p>	Current and ongoing, through 2010
2-1-4	<p>Program A.a: The City of Imperial Beach will re-examine existing provisions for second units and adopt a new Second Unit Ordinance that satisfies the provisions found under the recently amended Section 65852.2. This new ordinance will determine the zones in which second units are allowed, and the development standards for second units. Monitor the production and affordability of second units on an annual basis.</p>	FY 2009-2010

2-1-5	Program B.b: Provide incentives to developers of residential projects, when feasible, who agree to provide the specified percentage of units mandated by State law at a cost affordable to very-low and/or low-income households or senior citizens such as waiving certain development fees.	Analysis of incentives in FY 2009-2010, reevaluated annually thereafter through 2010
2-2-1	Program C.c: Publish the City's Housing Element and updates, Annual Action Plan and respective notices in all public facilities including City Hall, the community center, and the public library.	Current and ongoing, update Annual Action Plan in FY 2009-2010, annually thereafter through 2010
2-3-1	Program D.d: Review the appropriateness of reducing, waiving, and/or deferring impact and/or processing fees for units affordable to very low and low income households, including senior housing, and apartment units, and housing for special needs groups, including agricultural employees, emergency /transitional housing, and housing for persons with disabilities, to make the development of such units more financially feasible.	FY 2009-2010
	Program E.e: Allow flexibility, where appropriate and consider aesthetics, safety public input, etc., in infrastructure and development standards and land use and zoning controls in order to encourage affordable residential development.	Current and ongoing through 2010
	Program F.f: Annually evaluate whether there are constraints on the development, maintenance and improvement of housing intended for persons with disabilities. The analysis will include a monitoring of existing land use controls, permit and processing procedures and building codes. If any constraints are found in these areas, the City will initiate actions to address these constraints, including removing the constraints or providing reasonable accommodation for housing intended for persons with disabilities.	FY 2009-2010, annually thereafter through 2010
3-1-1	Program G.g: Update the inventory of vacant land on a quarterly basis or as projects are constructed.	Quarterly

	<p>Program H.h: Partner with a developer to redevelop parcels as identified in Appendix F to provide multifamily rental opportunities affordable to low or moderate income residents. Furthermore, the City will provide incentives to the developer through the provision of gap financing with the Redevelopment Agency's LMI funds and apply for HOME or CDBG financing through the San Diego County Consortium. In addition, the City will provide other incentives such as fee waivers or deferrals, fast tracking, and provide technical support during the rezone process and the project approval process to ensure that the project goes through the planning process smoothly. The City will solicit three to five potential developers by October 2009 to collaborate in the development of these housing units. It is expected that with the implementation of this program, the City will net 15 units of housing that would be affordable to low-income residents.</p>	<p>Identification of redevelopment sites completed in this Housing Element; Identify developers by October 2009; complete the project, August 2011</p>
	<p>Program I.i: Establish a list of non-profit developers who would be interested in developing affordable housing in the City. Send these providers a development packet including multifamily vacant land inventory, services, and housing incentives.</p>	<p>Establish list in FY 2009-2010, update annually thereafter through 2010</p>
	<p>Program J.j: Annually review the housing element for consistency with the general plan as part of its general plan progress report</p>	<p>Annually beginning January 2009</p>
3-2-1	<p>Program K.k: Encourage development of well planned and designed projects that provides for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood by continuing to provide incentives such as allowing higher building intensities, reduced parking requirements, reduced set-back and yard requirements, allow for a higher building height, and greater floor area ratios in these zones. In addition, the City will work closely with the developer of these projects to expedite processing and permit procedures.</p>	<p>Initial program development by first quarter 2009; ongoing thereafter through 2010</p>
3-3-1	<p>Program L.l: Work with the development community to identify the incentives and programs that will encourage the construction of three and four bedroom rental units.</p>	<p>Prepare program by third quarter 2009; review annually thereafter through 2010</p>
3-3-2	<p>Program M.m: Monitor the amount of land zoned for both single family and multifamily development and initiate zone changes to accommodate affordable housing.</p>	<p>FY 2009-2010</p>
3-3-4	<p>Program N.n: Implement the provisions of AB 2292 (Dutra) and prevent the down-zoning of a residential property used to meet the RHNA without a concomitant up-zoning of a comparable property.</p>	<p>Immediate and Ongoing through 2014</p>

4-1-1	Program O.o: Continue to monitor new developments for compliance with City design standards. Revise the current Design Review Standards to reflect these goals.	Current and ongoing reassess annually through 2010
	Program P.p: The City will monitor all demolitions and conversions and ensure that replacement units are provided when needed under the Coastal Zone Housing Requirements.	Current and ongoing through 2010
4-1-2	Program Q.q: Enforce existing regulations regarding derelict or abandoned vehicles, outdoor storage, and substandard or illegal buildings and establish regulations to abate weed-filled yards when any of the above are deemed to constitute a health, safety or fire hazard.	Immediately and Ongoing through 2010
4-1-3	Program R.r: Supply energy and water conservation awareness brochures in all public meeting places.	Provide brochures in FY 2009-2010, ongoing thereafter through 2010
4-2-1	Program S.s: Continue to implement the programs of the Neighborhood Revitalization Strategy of 1998.	Current and ongoing through 2010 with CDBG funding
4-3-1	Program T.t: Apply for and aggressively market CDBG, HOME and Redevelopment single family housing rehabilitation programs to meet the goal of rehabilitating 15 units by 2010.	Annually beginning in FY 2009-2010 with San Diego County Consortium funding cycle and Redevelopment Agency annual report.
4-3-2	Program U.u: The City will continue to advertise the County of San Diego Housing Authority's Home Improvement Program for Rental Property.	Current and ongoing through 2010
4-3-3	Program V.v Continue regular contact with the California Housing Partnership Corporation, the agency that monitors the at-risk units and owner notifications of intent to opt-out. Request to remain on their mailing or email notification list.	Current and ongoing through 2010
5-1-1	Program W.w: Require that all recipients of locally administered housing assistance funds acknowledge their understanding of fair housing law and affirm their commitment to the law.	Immediate and Ongoing through 2010
	Program X.x: Acquire and maintain fair housing materials, including all pertinent resource, posters and information available through the Department of Fair Employment and Housing (DFEH) and Housing and Urban Development (HUD) to educate citizens on a variety of fair housing issues. Develop information flyers and brochures that highlight (1) disability provisions of both federal and state fair housing laws and (2) familial status discrimination. Fair housing materials, brochures and flyers will be distributed at outreach events including school fairs, health fairs, and City sponsored events. Collaborate with service agencies to distribute educational materials.	FY 2009-2010, continually thereafter through 2010

	Program Y.y: The City participates in the County of San Diego Fair Housing Program. All fair housing calls are referred to this organization for follow-up.	Current and ongoing through 2010
6-1-1	Program Z.z: Maintain membership in the Housing Authority to qualify City residents for Housing Choice Voucher- existing housing assistance administered by the San Diego Housing Authority. Provide information on the availability of County programs to qualified residents.	Current and ongoing continually thereafter through 2010
6-1-2	Program A.b: The City will continue to utilize nonprofit housing organizations to provide financial assistance and technical support in the development of affordable housing and the acquisition and rehabilitation of existing multi-family housing. Non-profit organizations include the South Bay Community Services, Sunburst School, Inc- Children's Treatment Center, and Lutheran Social Services of Southern California.	Current and ongoing through 2010

CITY OF IMPERIAL BEACH
APPENDICES TO
2005-2010 HOUSING ELEMENT OF
THE GENERAL PLAN



SEPTEMBER 2, 2009

APPENDIX A

DATA SOURCES

Every attempt was made to use the most acceptable, current and reliable data for the Imperial Beach Housing Element.

- Ⓐ U.S. Department of Commerce, Bureau of the Census: 1980, 1990, and 2000 Census Reports: Summary Tape File 3 and Summary Tape File 1.
- Ⓐ Department of Finance: Demographic Research Unit, Report E-5: 1990-2005.
- Ⓐ San Diego County Area Council of Governments (SANDAG): 2000 RHNA.
- Ⓐ AnySite, Demographic Trends Report (1990-2005), Income Reports (1980-2005).
- Ⓐ State of California, Employment Development Department, Labor Market Information Division: Labor Force and Industry Employment (June 2005).
- Ⓐ Bureau of Labor Statistics, EA and I Unit: Local Area Unemployment Statistics (2000)
- Ⓐ San Diego County Board of Realtors/MLS, June 2005
- Ⓐ San Diego County Housing Authority
- Ⓐ Laurin Associates: Affordable Housing Database (2005)
- Ⓐ City of Imperial Beach: General Plan, Zoning Code, Redevelopment Plan, Building Permits
- Ⓐ US Department of Housing and Urban Development (HUD), Office of Policy Development and Research: Fiscal Year 2000 and 2005 Income Limits (February 2005)
- Ⓐ US Department of Housing and Urban Development/California Housing Partnership Corporation: Federally Assisted Multifamily Housing, Prepayment Eligible and Project-Based Section 8 Expirations (March 2005).

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- ④ State of California, Department of Housing and Community Development: California's Housing Markets 1990-1997, Statewide Housing Plan Update Phase II (1998), State Consolidated Plan 1995-2000.

 - ④ Building Standards: Building Valuation Data (2004)

APPENDIX B

LIST OF ACRONYMS

- Ⓐ ADA: American Disability Act
- Ⓐ AHP: Affordable Housing Program
- Ⓐ AMI: Area Median Income
- Ⓐ CDBG: Community Development Block Grant
- Ⓐ CEQA: California Environmental Quality Act
- Ⓐ CHFA: California Housing Finance Agency
- Ⓐ CMSA: Consolidated Metropolitan Statistical Area
- Ⓐ COG: Council of Governments
- Ⓐ CRA: Community Reinvestment Act
- Ⓐ CTCAC: California Tax Credit Allocation Committee
- Ⓐ CUP: Conditional Use Permit
- Ⓐ EDD: California Employment Development Department
- Ⓐ EIR: Environmental Impact Report
- Ⓐ DOF: California Department of Finance
- Ⓐ FTHB: First-time Homebuyer
- Ⓐ HCD: California Department of Housing and Community Development
- Ⓐ HUD: United States Department of Housing and Urban Development
- Ⓐ LIHTC: Low Income Housing Tax Credit
- Ⓐ MCC: Mortgage Credit Certificate
- Ⓐ PDC: Planned Development Commercial
- Ⓐ PMSA: Primary Metropolitan Statistical Area
- Ⓐ RCC: Regional Census Centers
- Ⓐ RDA: Redevelopment Agency
- Ⓐ RHNA: Regional Housing Needs Assessment
- Ⓐ SANDAG: San Diego Association of Governments
- Ⓐ SIPP: Survey of Income and Program Participation
- Ⓐ SRO: Single Room Occupancy
- Ⓐ TBRA: Tenant-based Rental Assistance

APPENDIX C

LIST OF NON-PROFIT HOUSING AGENCIES

A Community of Friends 3345 Wilshire Blvd., Suite 1000 Los Angeles CA 90010 (213) 480-0809 J. Monique Lawshe (213) 480-1788

Affordable Housing People 7720 B El Camino Real, Ste. 159 Carlsbad CA 92009 (760) 436-5979 Lance Carnow (760) 436-5929

Bayview CDC 5100 Federal Blvd, 2nd Floor San Diego CA 92105 (619) 262-8403 Stasi Williams (619) 262-7836

BRIDGE Housing Corporation One Hawthorne, Ste. 400 San Francisco CA 94105 (415) 989-1111 Lydia Tan (415) 495-4898

Century Pacific Equity Corporation 1925 Century Park East, Ste. 1900 Los Angeles CA 90067 (310) 208-1888 Charles L. Schewennesen (310) 208-1717

Chicano Federation of San Diego Co. 610 22nd St San Diego CA 92102 (619) 236-1228 Pamela Portillo Johannsen (619) 236-1309

Civic Center Barrio Housing Corp 1665 E. 4th St, Ste. 210 Santa Ana CA 92701 (714) 835-0406 Helen Brown (714) 835-7354

Foundation for Affordable Housing, Inc. 2847 Story Rd San Jose CA 95127 (408) 923-8260 Wallace K. Shepherd (408) 923-2706

Housing Corporation of America 31423 Coast Highway, Ste. 7100 Laguna Beach CA 92677 (323) 726-9672 Carol Cromar

Housing Development Partners of San Diego 1625 Newton Ave, Suite C San Diego CA 92113 (619) 578-7590 Wendy G. DeWitt (619) 578-7356

Jamboree Housing Corporation 2081 Business Center Dr #216 Irvine CA 92612 (949) 263-8676 Lila Lieberthal (949) 263-0647

Long Beach Affordable Housing Coalition, Inc. 110 West Ocean Blvd., # 350 Long Beach CA 90802 (562) 983-8880 H. Kim Huntley (562) 983-0078

Nexus for Affordable Housing 1544 W. Yale Avenue Orange CA 92867 (714) 282-2520 Bruce Solari (714) 282-2521

Co. Dept. of Housing & Community Development 3989 Ruffin Road San Diego CA 92123 (858) 694-4805 Alfredo Ybarra (858) 694-4871

San Diego County SER-Jobs for Progress, Inc. 3355 Mission Ave., Ste. 123
Oceanside CA 92054 (760) 754-6500 George Lopez (760) 967-6357

San Diego Housing Commission 1625 Newton Ave San Diego CA 92113 (619) 578-
7585 Cissy Fisher (619) 578-7356

Shelter ForThe Homeless 15161 Jackson St. Midway City CA 92655 (714) 897-3221
Jim Miller (714) 893-6858

Southern California Housing Development Corp 8265 Aspen St., Ste. 100 Rancho
Cucamonga CA 91730 (909) 483-2444 D. Anthony Mize (909) 483-2448

St. Vincent de Paul Village 3350 E St San Diego CA 92102 (619) 687-1029 Harvey
Mandel (619) 687-1010

The East Los Angeles Community Union (TELACU) 5400 East Olympic Blvd., Ste. 300
Los Angeles CA 90022 (323)721-1655 Jasmine Borrego (323) 721-3560

APPENDIX D

RESOURCES AVAILABLE TO THE CITY OF IMPERIAL BEACH

There are a number of resources available to the City and housing developers that can provide financial or other assistance in the development, financing, rehabilitation of housing for low and moderate-income households.

LOCAL RESOURCES

San Diego County Housing Authority is a public agency that has provided subsidized housing to low and moderate-income individuals and families. In addition to conventional public housing within San Diego County, the Authority administers several rental assistance programs such as the Section 8 program. The Authority receives federal and state assistance in order to operate these programs and, as such, is governed by any applicable housing regulations issued by the U.S. Department of Housing and Urban Development and the State of California Department of Housing and Community Development.

Public Housing was established to provide decent and safe rental housing for eligible families, the elderly, and persons with disabilities. Public housing comes in all sizes and types, from scattered single-family houses to apartments for elderly families. Housing and Urban Development (HUD) administers Federal aid to local housing agencies (HAs) that manage the housing for residents at rents they can afford. HUD furnishes technical and professional assistance in planning, developing and managing these developments.

Section 8 Program is a partnership between private landlords, low-income families and the San Diego County Housing Authority. The Housing Authority administers a number of Section 8 rental assistance programs for low-income families. The objective of these programs is to provide adequate housing for low-income families by subsidizing a family's rent in an privately-owned rental unit.

NON PROFIT PROVIDERS

California Coalition for Rural Housing

The California Coalition for Rural Housing (CCRH) is a statewide nonprofit organization that works to ensure affordable housing opportunities for low-income households in California. CCRH supports the production and preservation of decent, safe, and low-cost housing for rural and low-income Californians. Supporters include nonprofit housing agencies, lending institutions, community advocacy organizations, consumer members, and local government officials. The Coalition advocates for housing at all levels of government before legislative and regulatory bodies. It also provides technical and organizational assistance to community groups and nonprofit agencies and educates the public on housing issues.

STATE HOUSING RESOURCES

CalHome Program is a program, through HCD, which provides grants to local public agencies and nonprofit developers to assist individual households through deferred payment loans, in order to enable very low and low- income households to become or remain homeowners. Grants to local public agencies or nonprofit corporations are for first-time homebuyer down-payment assistance, home rehabilitation, acquisition and rehabilitation, homebuyer counseling, self-help mortgage assistance programs, or technical assistance for self-help and shared housing homeownership. Funding is also set aside for homeowners of manufactured homes. Eligible activities include predevelopment, site development, new construction, rehabilitation, acquisition and rehabilitation, down-payment assistance, mortgage financing, homebuyer counseling, and technical assistance for self-help projects or shared housing.

CalHome Self-Help Housing Component (CSHHP) is a program with the goal to expand the production of decent and affordable housing and to demonstrate that improved housing conditions, ownership and maintenance are within the financial capabilities of low- and moderate-income households through the cost savings provided by self-help construction. An applicant must be a local public entity, nonprofit corporation or a limited-equity housing cooperative engaged in or that will be engaged in developing, conducting, administering or coordinating assistance programs which will aid eligible households construct or rehabilitate residential units for their own use. No more than twenty percent (20%) of available funding may be awarded to any one applicant. Technical Assistance Grants may be awarded to eligible applicants for owner-building in an amount that shall not exceed \$100,000. Technical assistance grants are to be used to assist low- or moderate-income households that participate in a self-help housing program conducted by an eligible sponsor.

California Housing Finance Agency (CHFA) facilitates the Preservation Financing Program. The program offers tax exempt financing for the acquisition or refinancing of a project with an expiring Section 8 contract.

Community Development Block Grant Program (CDBG) provides annual program funding for housing, public facilities, and economic development that meet one of the following objectives: provide a benefit to low-income households, elimination of slums or blight, or resolution of an urgent community development need.

CDBG Program - Enterprise Fund: The purpose for this grant is to create or preserve jobs for low-income and very low-income persons. Grants of up to \$500,000 are allocated to provide loans to businesses, grants for publicly owned infrastructure, and micro-enterprise assistance. Individual project funding decisions are made by the jurisdiction. Eligible Activities include working capital, land acquisition, equipment purchase, inventory purchase, debt restructuring, and other direct assistance. Local grants may support businesses by providing water and sewer services, access roads, and other public facilities.

CDBG Program - General, Native American, and Colonias provides allocations to fund housing activities, public works, community facilities, and public service projects serving lower-income people in small, typically rural communities. Maximum grant amount: \$500,000.

Eligible activities include: Housing, including rehabilitation and activities that complement new construction; Public Works, including water and wastewater systems, rural electrification, and utilities such as gas services; Community Facilities, including day care centers, domestic violence shelters, food banks, community centers, medical and dental facilities, and fire stations; Public Services, including staff and operating costs associated with the community facilities.

CDBG Program—Planning and Technical Assistance Grants provide funds for small cities and counties for planning and evaluation studies related to housing, public works, community development, and economic development. Provides up to \$70,000 per year per jurisdiction. No more than \$35,000 under the General/Native American Allocation and a maximum of \$35,000 under the Economic Development Allocation. Includes studies and plans for housing, public works, community facilities, and economic development activities that meet CDBG national objectives, and provide principal benefit to low-income persons.

CDBG Program - Economic Development Allocation, Over the Counter Component provides grants of up to \$500,000 for eligible cities and counties to lend to identified businesses, or use for infrastructure improvements necessary to accommodate the creation, expansion, or retention of identified businesses. Includes creation or retention of jobs for low-income workers. May include loans or loan guarantees to businesses for construction, on-site improvements, equipment purchase, working capital, and site acquisition. May also include loans for business start-ups, grants for publicly owned infrastructure, and loan or grants for small business incubators.

In order to be eligible a county must have fewer than 200,000 residents in unincorporated areas and cities must have fewer than 50,000 residents and are not participants in the U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) entitlement program.

Program funds must be used to directly provide affordable housing units. Housing units must be affordable for at least 10 years, with "affordable" being defined in the context of the unmet housing needs and priorities of the locality. HELP Program funds may not be used for technical assistance or administrative costs. The HELP Loan is an unsecured loan to the agency. Local agencies may structure the funds into a loan or grant forming for their development purposes. Includes preservation of Affordable Housing, Rehab of Apartments, and Rehab of Owner-Occupied Housing Acquisition.

CURRENT EMERGENCY HOUSING ASSISTANCE PROGRAM (EHAP)

Due to the passage of Proposition 46, approximately \$31,000,000 in EHAP Capital

Development funds will be available for 6 years beginning with fiscal year 2002/2003. These funds are available as forgivable deferred loans for capital development to acquire, construct, or rehabilitate sites for emergency shelters and transitional housing for homeless persons.

DIVISION OF CODES AND STANDARDS

The Division of Codes and Standards is program which administers the following programs:

Occupational Licensing Program

Enforces State laws and regulations governing the sale or lease of manufactured homes, mobile homes, and/or commercial coaches, including the licensing of manufacturers, distributors, dealers, and salespersons. The program also performs functions on behalf of the Mobilehome Ombudsman related to investigating and resolving consumer complaints pertaining to manufactured housing.

Manufactured Housing Program

Assists with the development and enforcement of preemptive federal and state regulations establishing minimum design and construction standards for manufactured homes; multi-unit manufactured housing; commercial coaches and special purpose commercial coaches sold, offered for sale, rented, or leased within the State. Inspections are conducted and the Department Insignias of Approval are issued to indicate compliance.

Factory Built Housing Program

Promotes preemptive regulations establishing construction standards for factory-built homes and factory-built building components manufactured for sale or use within the State. Inspections are conducted and complying homes or components are issued a Department Insignia of Approval.

Registration and Titling Program

Maintains title and registration records and collects fees and taxes on manufactured homes, mobile homes, commercial coaches, floating homes, and truck campers.

Mobilehome Parks Program

Promulgates preemptive statewide regulations for the construction, use, maintenance and occupancy of all privately-owned mobilehome and special occupancy parks in the State, as well as the installation of manufactured homes and mobile homes both in and outside of parks. Directly, or through local governments, inspects and issues permits for park operation.

Employee Housing Program

Promulgates statewide regulations for the maintenance, use, and occupancy of privately-owned and operated employee housing facilities providing housing for five or more employees to assure their health, safety, and general welfare. Directly, or through local governments, inspects and issues permits for facility operation. Through the Office of the Mobilehome Ombudsman, the Department

accepts requests for assistance and initiates investigations of complaints concerning health and safety violations within employee housing facilities.

State Housing Law Program

Promulgates regulations to ensure that hotels, motel, apartments, single-family dwellings, and other residential buildings are maintained in compliance with the model building codes and other more restrictive provisions of State law, and reviews and proposes building standards for construction and rehabilitation of residential structures.

Code Enforcement Incentive Program

Provides financial grants to cities and counties to improve their building code enforcement activities, enhance their administrative and judicial prosecutions, and coordinate all housing improvement agencies.

Code Enforcement Grant Program

The CEGP is a new program with the aim of making grant funds available to cities, counties, and cities and counties for capital expenditures that improve the effectiveness of and supplement existing local funding for code enforcement programs related to housing code maintenance or compliance.

California Homebuyer's Downpayment Assistance Program (CHDAP)

This program offers a deferred-payment junior loan of an amount up to the lesser of three percent (3%) of the purchase price or appraised value. Homebuyers are able to use these funds to help with their down payment and closing costs without the need to make monthly payments on the loan. Interest will be calculated at 3% simple interest. The assistance may be combined with any CalHFA or non-CalHFA conventional or government first mortgage loan.

Homebuyers using a CalHFA first mortgage may combine the assistance with a CalHFA Housing Assistance Program (CHAP) loan, High Cost Area Home Purchase Assistance Program (HiCAP) loan and with other down payment assistance programs offered by local government agencies and nonprofit organization, if the subordinate program is pre-approved by CalHFA. The CHDAP loan cannot be combined with loans under CalHFA's Extra Credit Teacher Program and HIRAP.

The CHDAP is available on a statewide basis for first-time homebuyers purchasing a single family residence anywhere in California, that is within CalHFA's sales price limits, is intended as their primary residence, and whose family income does not exceed the Program's moderate income limit requirements. Homebuyers must also meet all first mortgage eligibility requirements according to the lender, investor, mortgage insurer, or guarantor criteria.

Farmworker Housing Grant Program provides housing opportunities for agricultural households. Cities with a population of less than 50,000 are eligible.

Housing Enabled by Local Partnerships - The HELP Program employs a loan-to-lender approach to provide 10-year, 3% simple interest rate per annum, minimally restrictive loans to local government agencies. The program challenges local agencies to prioritize their unmet housing needs and to design housing programs that target their

particular priorities. This approach allows the local agency to more closely match local housing policy and accountability with project performance. Increasingly, the program is being used to facilitate affordable housing within more targeted comprehensive local programs for neighborhood revitalization.

Home Investment Partnerships (HOME) Program was created under Title II of the Cranston-Gonzales National Affordable Housing Act enacted on November 28, 1990. HOME funds are made available on an annual competitive basis through HCD's small cities program. Individual grants of up to \$3 million are available annually to develop and support affordable rental housing, and \$800,000 for home acquisition assistance to cities, counties and nonprofit community housing development organizations (CHDOs). Activities include acquisition, rehabilitation, new construction, and rental assistance.

Of particular note with respect to the HOME Program are the Rental Rehabilitation and/or Acquisition Program and the Tenant-Based Rental Assistance (TBRA) Program. In the Rental Rehabilitation and/or Acquisition Program, funds are provided to a HOME-eligible city or county to assist owners of multi-unit rental housing that is in need of rehabilitation to meet federal, State, or local building codes, or to assist in the purchase and rehabilitation of multi-unit rental housing that is in need of rehabilitation. In the TBRA Program, funds are provided to a HOME-eligible city or county to administer a program to provide rent subsidies to eligible households. This latter activity is commonly undersubscribed, according to staff at HCD.

Coupled with the HOME Program is a federally subsidized program called the American Dream Downpayment Initiative, created in 2003. ADDI aims to increase the homeownership rate, especially among lower income and minority households, and to revitalize and stabilize communities. ADDI helps first-time homebuyers with the biggest hurdle to homeownership: downpayment and closing costs. The program was created to assist low-income first-time homebuyers in purchasing single-family homes by providing funds for downpayment, closing costs, and rehabilitation carried out in conjunction with an assisted home purchase. ADDI provides downpayment, closing costs, and rehabilitation assistance to eligible individuals. The amount of ADDI assistance provided may not exceed \$10,000 or six percent of the purchase price of the home, whichever is greater.

Joe Serna, Jr. Farmworker Housing Grant (JSJFWHG) Program finances the new construction, rehabilitation and acquisition of owner-occupied and rental units for agricultural workers, with a priority for lower income households.

Homeowner Grants: For rehabilitation or new home construction: Lien restrictions are required for twenty years. If the unit is sold to a non-farmworker buyer before completing the tenth year, the full grant amount must be repaid under most circumstances. Between the 10th and 20th anniversaries, the grant is forgiven at a rate of 10 percent per completed year; it is fully forgiven after completing 20 years.

Rental Construction Grants or Loans: Lien restrictions for assisted units are required for 40 years. If assisted units are sold for uses other than farmworker housing before the

40th year, under most circumstances, the grant must be repaid in full. Loans may be made in conjunction with low-income tax credit financing only.

Rental Rehabilitation Grants or Loans: Lien restrictions for assisted units are required for 20 years. If assisted units are sold for uses other than farmworker housing before the 20th year the grant must be repaid in full, under most circumstances. Loans may be made in conjunction with low-income tax credit financing only.

Those eligible include local government agencies, nonprofit corporations, cooperative housing corporations, and limited partnerships where all the general partners are nonprofit mutual or public benefit corporations

MULTIFAMILY HOUSING PROGRAM (MHP)

MHP assists the new construction, rehabilitation and preservation of permanent and transitional rental housing for lower income households. Projects are not eligible if construction has commenced as of the application date, or if they are receiving 9% federal low income housing tax credits. MHP funds will be provided for post-construction permanent financing only. Eligible costs include the cost of child care, after-school care and social service facilities integrally linked to the assisted housing units; real property acquisition; refinancing to retain affordable rents; necessary onsite and offsite improvements; reasonable fees and consulting costs; and capitalized reserves.

Local public entities, for-profit and nonprofit corporations, limited equity housing cooperatives, individuals, Indian reservations and rancherias, and limited partnerships in which an eligible applicant or an affiliate of an applicant is a general partner. Applicants or their principals must have successfully developed at least one affordable housing project.

Rental Housing Construction Program (RHCP) provides long term- 3% loans for building affordable rental housing. Housing authorities, local governments, non-profit developers, and private builders are eligible. At least 30% of the units must be assisted units. Of the assisted units, at least two-thirds must be affordable to those earning no more than 50% of the area median income (AMI) and up to one-third must be affordable to persons earning no more than 80% of the AMI. The assisted units must be affordable for at least 40 years.

The Family Housing Demonstration Program operates and provides financing similar to RHCP, but will be directed at those projects which include special or innovative features for families, such as congregate housing and community housing developments with some shared facilities, child care space, and job training or other economic assistance programs.

FEDERAL PROGRAMS

The Affordable Housing Program (AHP) and Community Investment Program (CIP) are facilitated through the Federal Home Loan System for the purposes of expanding the affordable housing supply. The San Francisco Federal Home Loan Bank District provides local service. Subsidies are awarded on a competitive basis usually in

the form of low-interest loans and must be used to finance the purchase, construction, and/or rehabilitation of rental housing.

Farmworker Housing Assistance Program provides grants to public and private non-profits to assist farmworkers in securing temporary or permanent housing. Provides technical assistance to farmworker and farmworker housing agencies. Program also provides counseling, technical assistance, but does not actually fund housing production or rehabilitation.

Housing and Urban Development (HUD)

HUD offers a variety programs and services which include direct financing and management of the redevelopment or construction of low-income rental housing and single-family housing, providing homeownership to the low-income. A subsidy for public housing provides an annual subsidy to help public housing agencies (PHAs) pay some of the cost of operating and maintaining public housing units.

The Public Housing Development program provides Federal grants to local public housing authorities (PHAs) to develop housing for low-income families that cannot afford housing in the private market.

HOPE I helps low-income people buy public housing units by providing funds that non-profit organizations, resident groups, and other eligible grantees can use to develop and implement homeownership programs.

The Section 5(h) homeownership program offers PHAs a flexible way to sell public housing units to low-income families.

HOPE 3--Homeownership of Single-Family Homes Program provides grants to State and local governments and nonprofit organizations to assist low-income, first-time homebuyers in becoming homeowners by utilizing government-owned or financed single-family properties in the form of grants. Funds cover Rehab of Owner-Occupied Housing, Acquisition, or Operation Administration.

Low-income Housing Tax Credit Program (LIHTC) - The LIHTC Program provides for federal and state tax credits for private and non-profit developers and investors who agree to set aside all or an established percentage of their rental units for households at 60 percent of AMI for no less than 30 years. These tax credits may also be utilized on rehabilitation projects, contributing to the preservation program. The program begins when developers and investors apply for an allocation of tax credits from the California Tax Credit Allocation Committee (CTCAC). Tax credits are awarded on a competitive basis each year. Compliance is monitored according to Internal Revenue Service (IRS) rules and regulations.

USDA Rural Development - USDA housing programs have helped over 2 million low- or moderate-income rural Americans buy homes. USDA also finances construction of apartments and other multiple family housing in rural communities that lack sufficient, affordable rental housing. Other programs finance the development of affordable farm labor housing wherever it is needed.

The Self-Help Housing program enables low-income families to become homeowners by helping to build their own homes. Their "sweat equity" becomes their down payment. Home improvement loans and grants help low-income, often elderly, people remove health and safety hazards from their homes.

PRIVATE PROGRAMS

Non-profit Program is a program that purchases loans from lenders, such as community loan funds, Community Development Financial Institutions and commercial banks, so that lenders can recycle loan funds to increase the development or acquisition of low- and moderate-income housing. Mobile Home Park Purchase Assistance, New Rental, Housing, Preservation of Affordable Housing, Rehab of Apartments, Single Room Occupancy (SRO) Hotels, Transitional Housing, Homeless Shelters, Group Homes/Congregate Care.

Websites:

<http://www.bridgehousing.com/misc/purpose.html>

<http://www.calhfa.ca.gov/>

www.calruralhousing.org

<http://www.hcd.ca.gov/>

<http://www.hcd.ca.gov/ca/loanGrantDir2001.pdf>

<http://www.hcd.ca.gov/ca/prop46programs.xls>

<http://www.hcd.ca.gov/clearinghouse/>

<http://www.hcd.ca.gov/ca/index.html#fac>

<http://www.housingadvocates.org/default.asp?ID=712>

<http://www.hud.gov/assist/siteindex.cfm>

<http://www.nonprofithousing.org/index.atomic>

<http://www.novoco.com/subsidyprograms.shtml>

<http://www.rurdev.usda.gov/ca/housing.html>

APPENDIX E VACANT PARCELS

APN	Address	GP/Zoning	Owner	Parcel Size (sq ft)	Allowable Density	Realistic Capacity	Public Services
625-011-16-00	684-686 Ocean Lane	R-1500	Ed Johnson and Rose Gravino	5,724.00	1 du/1500 sf	2	water & sewer
625-011-14-00	670 Ocean lane	R-1500	Williams Family Trust	2,775.00	1 du/1500 sf ^a	1	water & sewer
633-172-16-00	1485 Holly Ave	R-2000	Karen Huntington	12,479.00	1 du/ 2000 sf	5	water & sewer
Subtotal Area				20,978.00	Subtotal Units	8	
633-091-08-00	1265 12th St	R-3000	Solomolto LLC	9,450.00	1 du/ 3000 sf	3	water & sewer
633-102-14-00	1280 14th St	R-3000	Cynthia Doop	6,375.00	1 du/ 3000 sf	2	water & sewer
Subtotal Area				15,825.00	Subtotal Units	5	
632-091-02-00	1113 Louden Lane	R-1-6000	Damon & Jessica Stannard	8,800.00	1 du/ 6000 sf	1	water & sewer
632-092-20-00	1186 Connecticut St	R-1-6000	Norman Newton Trust	13,200.00	1 du/ 6000 sf	2	water & sewer
632-092-21-00	637 Imperial Beach Blvd	R-1-6000	Norman Newton Trust	6,050.00	1 du/ 6000 sf	1	water & sewer
632-141-09-00	1255 5th St	R-1-6000	Thomas Tee Family Trust	4,400.00	1 du/ 6000 sf	1	water & sewer
632-141-10-00	1261 5th St	R-1-6000	Thomas Tee Family Trust	4,400.00	1 du/ 6000 sf	1	water & sewer
632-152-06-00	1221 East Lane	R-1-6000	Heidi Shott Trust	4,400.00	1 du/ 6000 sf	1	water & sewer
632-152-07-00	1225 East Lane	R-1-6000	Heidi Shott Trust	4,400.00	1 du/ 6000 sf	1	water & sewer
632-152-08-00	1229 East Lane	R-1-6000	Heidi Shott Trust	4,400.00	1 du/ 6000 sf	1	water & sewer
632-152-12-00	1245 East Lane	R-1-6000	Norman & Alvarina Newton Trust	4,400.00	1 du/ 6000 sf	1	water & sewer
632-152-22-00	1210 Connecticut St	R-1-6000	Heidi Shott Trust	2,200.00	1 du/ 6000 sf ^a	1	water & sewer
632-152-23-00	1208 Connecticut St	R-1-6000	Heidi Shott Trust	2,200.00	1 du/ 6000 sf ^a	1	water & sewer
632-152-24-00	1206 Connecticut St	R-1-6000	Heidi Shott Trust	4,400.00	1 du/ 6000 sf	1	water & sewer
Subtotal Area				63,250.00	Subtotal Units	13	
633-031-25-00	1335 Imperial Beach Blvd	C-3 ^b	Joseph and Mary Dirienzo Trust	6,400.00	1 du/2,000 sq ft	2	water & sewer
625-201-02-00	213 Palm Ave	C-2 ^b	Kevin Dalton	5,250.00	1 du/1,500 sq.ft.	2	water & sewer
625-201-03-00	221 Palm Ave	C-2 ^b	Second Palm Ave LLC	5,250.00	1 du/1,500 sq.ft.	3	water & sewer
625-201-04-00	225 Palm Ave	C-2 ^b	Second Palm Ave LLC	5,250.00	1 du/1,500 sq.ft.	3	water & sewer
625-201-07-00/ 08-00	255 Palm Ave	C-2 ^b	Rahimpour Family Trust	10,500.00	1 du/1,500 sq.ft.	6	water & sewer
626-230-13-00	647 Florida St	C-1 ^b	Rudolph L. & Dorothy L. Baker	21,500.00	1 du/1,000 sq.ft.	17	water & sewer
626-282-12-00	776 10th Street	C-1 ^b	Imperial Beach Redevelop Agency	10,150.00	1 du/1,000 sq.ft.	8	water & sewer
625-330-28-00	812 Ocean Lane	R-1500/MU-2	Westport Holding Texas LP	4,000.00	1 du/1,500 sq.ft.	2	water & sewer
625-330-05-00/ 06-00	908-912 Ocean Lane	R-1500/MU-2	William Lindley Trust	6,000.00	1 du/1,500 sq.ft.	3	water & sewer
625-340-03-00	986 Ocean lane	R-1500/MU-2	Kuan Cheng Chen & Chau Hang Le	4,500.00	1 du/1,500 sq.ft.	2	water & sewer

625-330-19-00	75 Date Ave	C-2 ^b	Gerald/Barbara Farrelly Fam Trust	2,850.00	1 du/1,500 sq.ft.	1	water & sewer
625-330-20-00	850 Seacoast Dr	C-2 ^b	Laura Hunt/Harris Family Trust	2,850.00	1 du/1,500 sq.ft.	1	water & sewer
625-181-04-00/ 05-00	720 Ocean Lane	R-1500/MU-2	Robert Schoepe Trust	6,000.00	1 du/1,500 sq.ft.	3	water & sewer
625-272-23-00	835 Seacoast Dr	C-2 ^b	Lisoy Family Trust	9,500.00	1 du/1,500 sq.ft.	6	water & sewer
Subtotal Area				100,000	Subtotal Units	59	
Total				200,053.00	Total Units	85	

^a Small lots may qualify for a setback variance. ^b Housing units may be built above a first floor commercial with a CUP. The realistic capacity is calculated at 80% of potential to account for parking and commercial uses. Source: City of Imperial Beach, 2009.

APPENDIX F Candidate Non-vacant Redevelopment Sites

APN	Owner	Current Use	Address	Proposed Redevelopment	Zoning/ GP	Allowable Density ^a	Realistic Capacity ^b	Public Facilities & Services	Parcel Size (sq ft)
626-250-02-00	Parmela Sawhney Revocable Trust	Old doctor's office	705 Palm Ave	Mixed-Use Residential	C-1 General Commercial	1 du/ 1000 sf	27	water & sewer	34,597
626-250-03-00	Imperial Beach Redevelopment Agency	vacant North Island Credit Union bldg (deteriorated)	735 Palm Ave	Commercial	C-1 General Commercial	1 du/ 1000 sf	27	water & sewer	34,611
626-250-04-00	Imperial Beach Redevelopment Agency	Miracle Shopping center (deteriorated)	759 Palm Ave	Commercial	C-1 General Commercial	1 du/ 1000 sf	14	water & sewer	17,910
626-250-05-00	Imperial Beach Redevelopment Agency	Miracle Shopping center (deteriorated)	761 Palm Ave	Commercial	C-1 General Commercial	1 du/ 1000 sf	39	water & sewer	49,777
626-250-06-00	Imperial Beach Redevelopment Agency	Miracle Shopping center (deteriorated)	827 Palm Ave	Commercial	C-1 General Commercial	1 du/ 1000 sf	52	water & sewer	65,544
626-250-09-00	Rose A. Vogt 2006 Trust	Sage Acupuncture Office	667 Palm Ave	Mixed-Use Residential	C-1 General Commercial	1 du/ 1000 sf	16	water & sewer	20,300
626-250-10-00	Sun & Sea Assisted LLC	Assisted Living Facility	740 7th St	Expanded Use	C-1 General Commercial	1 du/ 1000 sf	11	water & sewer	14,000
625-023-01-00/ 02-00	Greg and Elta Neil	Old auto repair and storage	198-200 Palm Ave	Mixed-Use Residential	C-2 Seacoast Commercial	1 du/ 1500 sf	6	water & sewer	10,300
626-282-13-00	Andy G & Catherine M. Borgia	Residential (deteriorated)	766 10th St	Mixed-Use Residential	C-1 General Commercial	1 du/ 1000 sf	5	water & sewer	7,000
626-282-14-00	Rosalio Castro	Residential (deteriorated)	760 10th St	Mixed-Use Residential	C-1 General Commercial	1 du/ 1000 sf	4	water & sewer	5,250
626-282-15-00	Rosalio Castro	Commercial (deteriorated)	754 10th St	Mixed-Use Residential	C-1 General Commercial	1 du/ 1000 sf	2	water & sewer	3,500
626-282-25-00	Richard Bartel Trust (DCSD)	Palm Glass (old)	740 10th St	Mixed-Use Residential	C-1 General Commercial	1 du/ 1000 sf	8	water & sewer	10,500
626-282-26-00	Robert J. & Frankie Johnstone	Beauty Salon/ Computerville	730 10th St	Mixed-Use Residential	C-1 General Commercial	1 du/ 1000 sf	11	water & sewer	14,000
626-282-22-00	Crystal Cervantes	Crystal Cove Bar	995 Palm Ave	Commercial	C-1 General Commercial	1 du/ 1000 sf	1	water & sewer	1,750
626-242-09-00	American Legion	Apartments	1252 Palm Ave	Mixed-Use Residential	C-1 General Commercial	1 du/ 1000 sf	4	water & sewer	5,750
626-242-24-00	American Legion	Legion Hall	1268 Palm Ave	Mixed-Use Residential	C-1 General Commercial	1 du/ 1000 sf	8	water & sewer	11,500
626-242-10-00	ATT	Telephone Utility	1288 Palm Ave	Mixed-Use Residential	C-1 General Commercial	1 du/ 1000 sf	12	water & sewer	16,100

626-070-59-00	Clifton & Edward Arnold	Stardust Donut Shop (old)	698 7th St	Commercial	C-1 General Commercial	1 du/ 1000 sf	0	water & sewer	1,050	
626-070-58-00	Lassman Survivors Trust	Dos Panchos Taco Shop (old)	690 7th St	Commercial	C-1 General Commercial	1 du/ 1000 sf	7	water & sewer	9,450	
625-140-08-00	Dunham & Associates	El Camino Motel (deteriorated)	550 Palm Ave	Commercial	C-1 General Commercial	1 du/ 1000 sf	36	water & sewer	45,302	
625-201-25-00	Bob Kipperman	Abandoned real estate office bldg	201 Palm Ave	Mixed-Use Residential	C-2 Seacoast Commercial	1 du/ 1500 sf	3	water & sewer	5,250	
							Subtotal Units	293	Subtotal Area	383,441

626-282-03-00	John G & Phyllis M. Mason	Mason's Auto Clinic	975 Palm Ave	Mixed-Use Residential	C-1 General Commercial	1 du/ 1000 sf	3	water & sewer	4,550	
626-282-04-00	John G & Phyllis M. Mason	Parking Lot	unassigned	Mixed-Use Residential	C-1 General Commercial	1 du/ 1000 sf	2	water & sewer	3,500	
626-282-19-00	Rosa Duran	Car Wash	unassigned	Mixed-Use Residential	C-1 General Commercial	1 du/ 1000 sf	5	water & sewer	7,000	
626-282-20-00	Rosa Duran	Precision Auto Repair	unassigned	Mixed-Use Residential	C-1 General Commercial	1 du/ 1000 sf	2	water & sewer	3,500	
626-282-21-00	Rosa Duran	Precision Auto Repair	987 Palm Ave	Mixed-Use Residential	C-1 General Commercial	1 du/ 1000 sf	3	water & sewer	3,850	
626-282-01-00	Sara R. Parsons	Scoreboard Sportsbar	951 Palm Ave 715 Emory	Mixed-Use Residential	C-1 General Commercial	1 du/ 1000 sf	3	water & sewer	4,550	
626-282-02-00	Sara R. Parsons	Parking lot	unassigned	Mixed-Use Residential	C-1 General Commercial	1 du/ 1000 sf	2	water & sewer	3,500	
							Subtotal Units	20	Subtotal Area	30,450

626-230-05-00	Dolleen Inc	All American Car Wash	1158 Palm Ave	Mixed-Use Residential	C-1 General Commercial	1 du/ 1000 sf	12	water & sewer	16,100
626-230-20-00	Imperial Beach Palm LLC	Burger King	1180 Palm Ave	Mixed-Use Residential	C-1 General Commercial	1 du/ 1000 sf	13	water & sewer	17,250
626-202-19-00	Ramon & Marian Castro Trust	Car sales	740 Palm Ave	Mixed-Use Residential	C-1 General Commercial	1 du/ 1000 sf	17	water & sewer	21,700
626-201-06-00	George Morgan	IB Pharmacy/ Pan An Tae Kuan Do	720-30 Palm Ave	Mixed-Use Residential	C-1 General Commercial	1 du/ 1000 sf	11	water & sewer	14,140

626-201-11-00	Farida Family Trust	Bullpen Tavern	700-10 Palm Ave	Mixed-Use Residential	C-1 General Commercial	1 du/ 1000 sf	4	water & sewer	6,000	
							Subtotal Units	57	Subtotal Area	75,190
							Total Units	370	Total Area	489,081

^a Residential uses are allowed above the first floor commercial of a mixed use building with a CUP. Most of the redevelopment in Imperial Beach involved the demolition of the existing structures replaced with a mixed-use building.

^b Realistic capacity is calculated at 80% of potential to accommodate commercial and parking uses.

high priority
medium priority
low priority

LAND USE ELEMENT

Each City differs from every other City in its physical characteristics and in nature of its opportunities, so that the development of every City must be along individual lines. This very fact allows full scope for the development of that peculiar charm which, wherever discovered and developed irresistibly draws to that City people of discrimination and taste, and at the same time begets a spirit of loyalty and satisfaction on the part of the citizens.

Daniel Burnham
The American Plan

BACKGROUND

The Land Use Element establishes the framework for development of the City, providing for the general distribution, location and extent of the uses of the land for housing, business, industry, open space, recreation, natural resources and other uses of public and private land.

The Element includes both land use maps and a text. The policies and maps have been harmonized with all other elements and policies of the General Plan. All elements of the General Plan carry equal weight and the Land Use Element does not supersede other elements.

Table L-1 summarizes existing development within the City and provides a projection of additional development that could be accommodated at full build out based on the land use policies of the Plan. Few cities actually ever completely build out, so the number indicated can be considered a maximum.

In 1993, the City contained approximately 9,663 dwellings in single-family, two-family, multi-family, condominiums and mobile homes, with an estimated population of 27,778. Build out shows a potential of 1,164 additional units for a total of 10,827 units. Complete build-out would result in a population of about 30,750. From a residential perspective, the City is presently 89% built out.

In the category of retail, service, manufacturing and office uses, the City currently has 873,943 square feet of building area. There are 144 hotel or motel rooms. Build out projects a potential for an additional 611,161 square feet of commercial building space for a total of 1,485,104 square feet of commercial and industrial building space. From a commercial and industrial perspective, the City is 59% built out.

Table L-1				
Imperial Beach 1993 Land Use and Build Out Land Use				
	1993 Existing		Draft General Plan Build Out	
Single Family	2,903 d.u.	30%	2,439 d.u	23%
Two-Family	1,490 d.u.	15%	2,076 d.u	19%
Apts & Condos	4,979 d.u.	52%	6,145 d.u	57%
Mobile Home	291 d.u.	3%	167 d.u	1%
Total Housing Units	9,663 d.u.	100%	10,827 d.u	100%
Commercial Bldg.	783,743 sq. ft.		1,394,904 sq. ft.	
Industrial Bldg.	90,200 sq. ft.		90,200 sq. ft.	

GOALS

GOAL 11 SMALL BEACH ORIENTED TOWN

The overriding goal for Imperial Beach shall be the retention of the quality of life and atmosphere of a small beach-oriented town.

- A town that is not overcrowded or exclusive like many California beach communities.
- A town with a human scale and a relaxed pace of life.

Specific aspects of this goal include:

a. Residential Neighborhoods

Future plans should foster keeping residential neighborhoods stable, well maintained, and pedestrian oriented. These plans should provide the means and incentives to encourage upgrading and rehabilitation of existing housing and, where possible, enhancement of public services. New buildings should also be encouraged with emphasis on appropriate scale, open space and diversity in architectural design.

b. Natural resource Protection

All land use proposals shall respect, preserve and enhance the most important natural resources of Imperial Beach, those being the ocean, beach, San Diego Bay and the Tijuana River Valley.

c. Immediate Ocean Shoreline

The ocean, beach and the immediately abutting land are recognized as an irreplaceable natural resource to be enjoyed by the entire City and region. This unique, narrow strip of land should receive careful recognition and planning. The purpose of the beach is to make available to the people, for their benefit and enjoyment forever, the scenic, natural, cultural, and recreational resources of the ocean, beach and related lands.

d. Visitor/Resident Balance

The California coast is an extremely desirable place to live, work and recreate that belongs to all the people. As such, congenial and cooperative use by both residents and visitors is recognized. Such use should capture the best attributes of the City and creatively determine the acceptable place, scale, intensity, rate and methods for development consistent with resource protection and the retention of the character of a small beach-oriented town.

e. Economic Development

The City shall foster development of a broader tax base to support residents of, and visitors to the City. However, this development must be compatible with the goal of remaining a small, beach-oriented town. Economic activities should focus on generating income through expanded local services, visitor serving uses and ecotourism and research related to the City's natural resources.

POLICIES

L-1 Land Use Map

Land uses shall be regulated as shown on the Land Use Map, Figure L-1.

L-2 Land Use Categories

Land Use categories are summarized in Table L-2. Uses shall meet the specifications identified in this table as well as the specific policies set forth below.

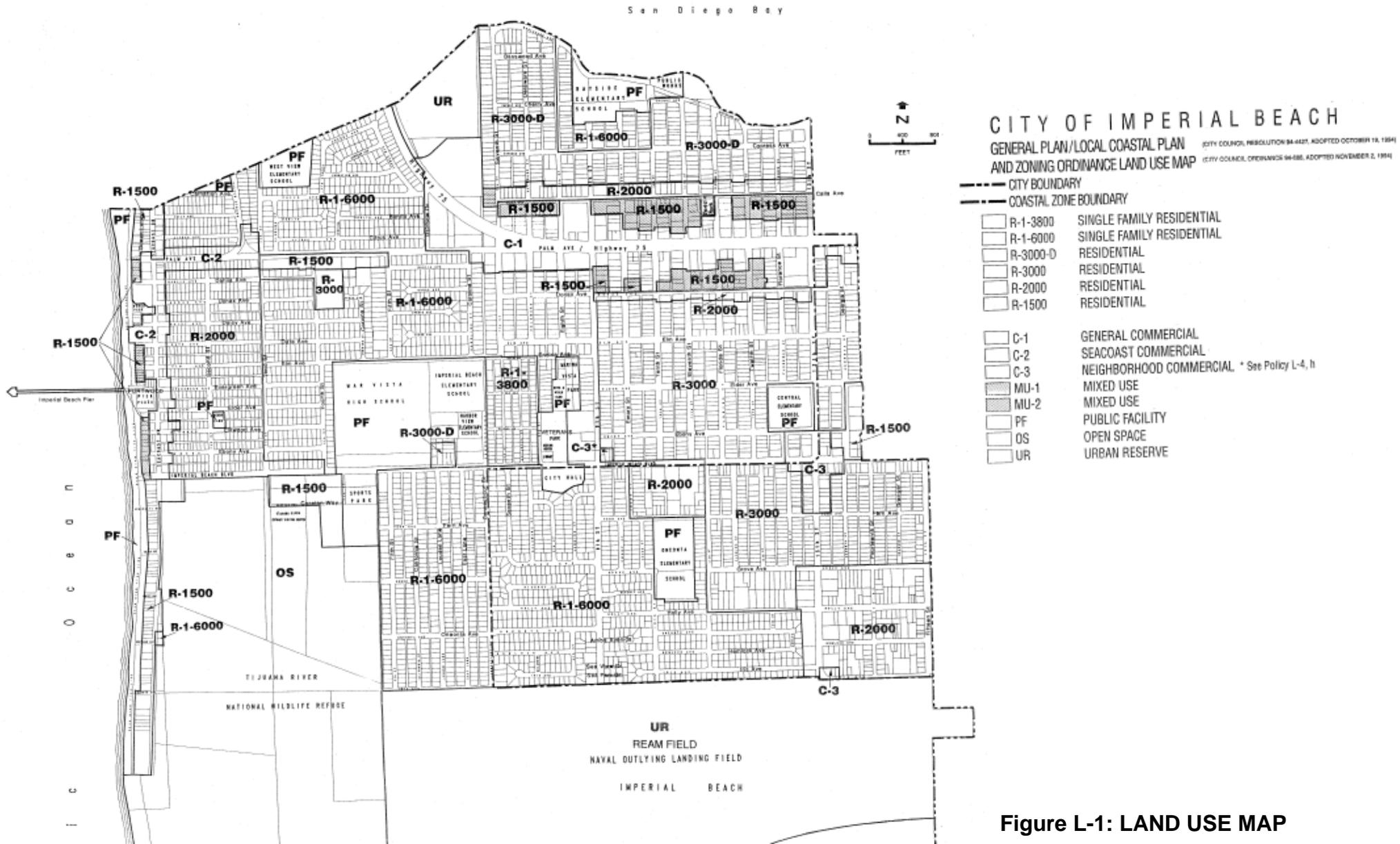


Figure L-1: LAND USE MAP

L-3 Residential Uses and Neighborhoods

Specific policies for residential uses are:

a. Pedestrian Orientation

All housing and neighborhoods shall be designed with a pedestrian orientation. This requires:

- Safe and pleasant pedestrian ways with numerous street trees.
- Front doors and windows facing the street whenever feasible.
- Ground level front porches, patios, bay windows and balconies facing the street wherever feasible.
- Minimum front yard set-backs.
- Garages and parking accessed from an alley or set back and recessed behind the front facade of the residential units.

b. Owner Occupancy

Although both rental and owner-occupied housing shall be provided, the City shall encourage owner-occupancy for all income levels.

c. Single Family/Multi-Family Balance

The retention and expansion of stable, owner-occupied, single family neighborhoods is essential in order to maintain the goal of a small beach-oriented town. These areas shall be protected from intrusion of traffic and conflicting land uses such as multifamily structures or commercial developments.

d. High Density Residential

Higher density neighborhoods shall be located near public transportation facilities. Development shall emphasize human scale, aesthetically pleasing buildings with active and passive private and common open space. Areas shall be protected from the intrusion of traffic and conflicting land uses.

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.

b. Protection of Residential Areas

All commercial uses should incorporate a sensitive transition to abutting residential uses by means of such techniques as landscape buffering and setbacks, viewsheds, and careful control of loading, storage, parking areas, and lighting.

c. Fostering New Commercial Development

Commercial development should be encouraged to increase the City's tax base, and evaluated in terms of the effect it will have on the economy and quality of living in the City. Particular emphasis should be placed on the development of new businesses and fostering commercial uses providing goods and services to residents and visitors.

d. Highway 75 Commercial (C-1 and MU-1)

This commercial area requires substantial improvement. It serves as the major gateway to the City and carries more traffic than any other street in the City. The area will retain a mix of pedestrian and automobile oriented uses.

**TABLE L-2:
LAND USE DESIGNATIONS AND SPECIFICATIONS**

R-1-6000 Single Family Residential (2 stories)

The R-1-6000 Single Family land use designation provides for the development of low density detached single family dwelling units (including mobile homes), with a minimum lot size of 6,000 sq. ft. per unit. This density will permit as many as 7 units per net acre of land. Uses such as parks, libraries, churches, schools, and family day-care homes, which are determined to be compatible with and oriented toward serving the needs of low-density detached single-family dwellings, are also allowed.

R-1-3800 Single Family Residential (2 stories)

The R-1-3800 Single Family land use designation provides for the development of low density detached single family dwelling units (including mobile homes), with a minimum lot size of 3,800 sq. ft. per unit. This density will permit as many as 11 units per net acre of land. Uses such as parks, libraries, churches, schools, and family day-care homes, which are determined to be compatible with and oriented toward serving the needs of low density detached single-family dwellings, are also allowed.

R-3000 Residential (2 stories)

The R-3000 Residential land use designation provides for the development of detached and attached single-family dwellings (including mobile homes), with a maximum density of one unit per every 3,000 sq. ft. of land. This designation will permit as many as 14 units per net acre of land. Uses such as parks, libraries, churches, schools, family day-care homes, and other uses, which are determined to be compatible with and oriented toward serving the needs of the zone are also allowed. The intent of this designation is to provide for a moderately intense residential living environment in typically one and two-story units. Extensive landscaping and recreational amenity packages should be provided in development of this density.

R-3000-D Residential (2 stories)

The same as R-3000, except attached single-family units are not allowed.

R-2000 Residential (2 stories)

The R-2000 Residential land use designation provides for the development of detached or attached single family and multi-family dwellings (duplexes, apartments, condominiums, townhomes) with a maximum density of one unit per every 2,000 sq. ft. of land. This designation will permit as many as 21 units per net acre of land. Uses such as parks, libraries, churches, schools, family day-care homes, and other uses, which are determined to be compatible with and oriented toward serving the needs of the zone are also allowed. Within the R-2000 area between Seacoast Drive and 4th Street, an additional dwelling unit per lot may be authorized by special permit. The intent of this designation is to provide for a moderately intense residential living environment in typically one and two-story units. Extensive landscaping and recreational amenity packages should be provided in development of this density.

R-1500 Residential (3 stories)

The R- 1500 Residential land use designation provides for the development of detached and attached single family and multi-family dwellings (duplexes, apartments, condominiums, townhomes) with a maximum density of one unit per every 1,500 sq. ft. of land. This designation will permit as many as 29 units per net acre of land. Uses such as parks, libraries, churches, schools, family day-care homes, and other uses, which are determined to be compatible with and oriented toward serving the needs of the zone are also allowed. The intent of this designation is to provide for an intense residential living environment in typically two and three-story units. Extensive landscaping and recreational amenity packages should be provided in development of this density.

UR Urban Reserve

The Urban Reserve land use applies to land, which is currently vacant or may be recycled to another use in the future (i.e., Ream Field and salt ponds). An Urban Reserve area will develop pursuant to a Specific Plan which treats the property as an integrated whole for development planning purposes. The maximum density or intensity of development for this designation will be determined as part of the Specific Plan.

C-1 General Commercial (4 stories)

The General Commercial land use designation provides for land to meet the local demand for commercial goods and services, as opposed to the goods and services required primarily by the tourist population. It is intended that the dominant type of commercial activity in this designation will be community and neighborhood serving retail and office uses such as markets, specialty stores, professional offices, personal service department stores, restaurants, liquor stores, hardware stores, etc. Residential uses may be permitted above the first floor at a maximum density of one unit per every 1,000 square feet of land. Discretionary permit review by the City shall be required for such residential use.

C-2 Seacoast Commercial (3 stories, except for hotels where 4 stories may be permitted by specific plan)

The Seacoast Commercial land use designation provides for land to meet the demand for goods and services required primarily by the tourist population, as well as local residents who use the beach area. It is intended that the dominant type of commercial activity in this designation will be visitor-serving retail such as specialty stores, surf shops, restaurants, hotels and motels, etc. In order to promote a more pedestrian-oriented community character, as well as to reduce the high volume of vehicle trips attracted by drive-thru establishments, drive-thru services for restaurants, banks, dry cleaners, and other similar auto related business establishments shall be prohibited in this zone. Residential uses may (included below) be permitted above the first floor at a maximum density of one unit per every 1,500 square feet of land. Discretionary permit review by the City shall be required for such residential use. *[Amended by Resolution 2003-5754 on April 2, 2003, Resolution 2002-5634 on July 17, 2002, and Ordinance 98-920, February 18, 1998]*

C-3 Neighborhood Commercial (2 stories)

The Neighborhood Commercial land use designation provides for land to meet the local neighborhood demand for commercial goods and services, as opposed to the goods and services required primarily by the tourist population or city-wide. It is intended that the dominant type of commercial activity in this designation will be neighborhood serving retail and office uses such as markets, professional offices, personal services, restaurants, hardware stores, etc. In order to maintain and promote a more pedestrian-oriented community character, as well as to reduce the high volume of vehicle trips attracted by drive-thru establishments, drive-thru services for restaurants, banks, dry cleaners and other similar auto related business establishments shall be prohibited in this district. Residential uses may be permitted above the first floor at a maximum density of one unit per every 2,000 square feet of land. Discretionary permit review by the City shall be required for such residential use.

MU-1 Mixed Use Overlay

The Mixed Use Overlay land use designation provides for future expansion of uses allowed in the C-1 Land Use Designation in an orderly way without requiring the amendment of the General Plan. In this overlay designation, commercial activities would be allowed to expand into areas otherwise designated as Residential. Discretionary permit review by the City shall be required for such commercial use.

MU-2 Mixed Use Overlay

The Mixed Use Overlay land use designation provides for future expansion of uses allowed in the C-2 Land Use Designation in an orderly way without requiring the amendment of the General Plan. In this overlay designation, commercial activities would be allowed to expand into areas otherwise designated as Residential. Discretionary permit review by the City shall be required for such commercial use.

PF Public Facility

The Public Facilities land use designation provides for land devoted to public facilities and utilities. This designation, therefore, includes public schools, parks, the beach and civic facilities. More precise standards and criteria for these land uses are contained in the Facilities and Services Element and the Parks, Recreation, and Access Element.

OS Open Space

The Open Space land use designation applies to land set aside for the protection of sensitive and fragile natural resources. Usage of these areas will be carefully managed. This designation applies to the Tijuana River Valley.

The City, property owners and businesses should prepare and implement a Specific Plan and or improvement plan for this commercial area. Such plan shall consider but not be limited to:

- Removal of non-conforming signs, such as pole or roof signs
- Creation of a uniform street tree program
- Site landscaping improvements, including screening of loading, storage and parking areas.
- Creating a more pedestrian and transit oriented corridor
- Closing of repetitive or unnecessary curb cuts
- Store front modernization, including the availability of low interest loans or grants
- Joint parking and access between uses
- Creation of a Business Improvement District (BID)
- A variety of potential implementation actions including use of highway and transit funds, CDBG funds or redevelopment
- Business attraction/retention program.

e. Seacoast Commercial (C-2 & MU-2)

The Seacoast commercial area shall serve as a visitor serving, pedestrian-oriented commercial area. Existing residential uses shall be slowly transitioned to new visitor serving commercial uses. As part of the design review, 2nd or 3rd stories may be required to be set-back from Seacoast Drive.

Timeshares shall be prohibited on the first floor unless 25% are reserved for overnight accommodation.

f. Thirteenth Street Commercial Areas (C-3)

These commercial areas should provide for pedestrian oriented commercial centers providing goods and services primarily for neighborhood residents.

g. 9th Street/Imperial Beach Boulevard Commercial (C-3)

Commercial uses may be allowed in this area only under the following conditions:

1. The entire half block bounded by 9th Street, Imperial Beach Boulevard, Ebony Avenue and the public alley shall be developed as a single commercial project.
2. Discretionary permit review by the City shall be required for such commercial uses.

-
-
3. No vehicular access shall be allowed from Imperial Beach Boulevard.
 4. Permitted uses shall include neighborhood retail and service uses only. Prohibited uses shall include fast food franchises, liquor stores, video arcades, gas stations, bars and other similar type uses.

Until such time as the area is developed in its entirety for commercial uses, the requirements of the R-3000 zone shall regulate the area.

L-5 Ream Field Urban Reserve Area

a. Support Closure

The City shall encourage the U.S. Government to close Ream Field and release the land for a combination of public and private uses.

b. Urban Reserve

Ream Field is designated in the Urban Reserve land use designation. Any re-use shall require an amendment of the General Plan and the preparation of a Specific Plan. Such Specific Plan should consider but not be limited to:

- A well-balanced utilization plan designed to increase the City's tax base, employment opportunities and address other City problems.
- Retention of 606 acres currently part of the Tijuana Slough National Wildlife Refuge to remain under control of the U.S. Fish and Wildlife Service.
- Retention of the Exchange, Commissary, Child Development Center, Job Corps Center, and Immigration Naturalization Services Center.
- A public park to serve the southeastern portions of Imperial Beach.
- A site for the City's public works yard.
- Businesses, college campus, education park, hotel, housing, light industry, medical facilities, veterans home, secondary school and tourist facilities.

c. Planning Funds

The City should seek State, Federal or private funding to conduct a re-use study prior to the base closure.

d. Interim Uses

Prior to a closure of Ream Field, the City should request that the U.S. Government authorize some limited use of Ream Field by the City for either economic development activities or public facilities. The City

Council may approve such uses without a modification of the General Plan.

L-6 Tourist Commercial Uses

Imperial Beach should provide, enhance and expand tourist commercial uses to the extent that they can be compatible with the small beach oriented town character of the City.

L-7 Revitalization

The retention of an attractive, human scale, beach oriented small town atmosphere requires a high level of street and property maintenance. The City shall:

- a. Continue and expand the operation of a graffiti removal program to facilitate prompt removal of graffiti on public and private property.
- b. Consider the provision of rehabilitation assistance in residential neighborhoods to eliminate code violations and enable the upgrading of residential properties.
- c. Promote aggressive enforcement of City codes, including building, zoning, and health and safety, to promote building and property maintenance. Particular attention shall be given to removal of illegal uses.
- d. Promote commercial area revitalization through storefront and landscape improvement loan and grant programs.
- e. Examine the potential use of California Community Redevelopment Law
- f. Promote revitalization of the City through the installation of public improvements such as street and alley lighting, undergrounding of utilities, and street, sidewalk, alley, median and landscape improvements.
- g. Establish a goal of paving 100% of the City's alleys through use of assessment districts or other means.
- h. Complete, through the use of assessment districts or other means, the construction of missing sidewalks with high priority to:
 - ✓ Streets leading to the beaches.
 - ✓ Streets used by children walking to school.
 - ✓ Streets that provide good pedestrian access to commercial areas.
- i. Actively pursue grant programs to accomplish the above activities.

L-8 Bayfront/Marina

The Imperial Beach Bayfront area is a very unique and environmentally sensitive area of the South San Diego Bay. Opportunities and constraints for development and access to this area have been the subject of numerous studies, reports and surveys. While the opportunities for full deep-water bay access from the Imperial Beach portion of the bayfront are limited by extensive environmental and economic constraints, the City should:

1. Continue to evaluate opportunities for increased public access to the San Diego Bay, including a marina or other commercial recreational marina alternatives, giving full consideration to the environmental and economic constraints applicable to that area.
2. Insure continued public access to the Imperial Beach Bayfront area and, where possible, provide for additional public access.
3. Create a recreational corridor along the Imperial Beach Bayfront incorporating bicycle and pedestrian paths.

L-9 Lower Cost Visitor and Recreational Facilities

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. (*Amended by Resolution 2003-5754 on April 2, 2003*)

NOISE ELEMENT

Nothing marks the change from the city to the country so much as the absence of grinding noises. The country is never silent. But its sounds are separate, distinct, and, as it were, articulate.

Henry Ward Beecher

BACKGROUND

The Noise Element is a required element under the California Planning Law.

There is general agreement that the average urban noise levels are continuing to climb and now constitute a serious detraction from the quality of life in many cities. For most people, the usual consequences of noise are associated with an interference with speech and other communication, a distraction at home and on the job, the disturbance of rest and sleep, and the disruption of various recreational pursuits. All of the foregoing can be considered components of the quality of life. Beyond the level of such inconveniences or disruptions, extreme and prolonged noise levels can cause hearing loss (either temporary or permanent), aural pain, nausea, loss of muscular control and blurring of vision. The effects of noise are therefore, widespread and include both psychological and sociological effects, as well as physiological effects.

Although many of the findings related to noise lend themselves to a variety of interpretations, there is general agreement on a number of factors:

1. Noises of sufficient intensity have caused irreversible hearing damage.
2. Noises have produced physiological changes in humans and animals that in many instances have not resulted in adaptation.
3. The effects of noise are cumulative and, therefore, the levels and duration of noise exposure must be taken into account in any overall evaluation. The recognition of this fact has been translated into legislation specifying limits of total permissible noise exposure in various urban settings.
4. Noises can interfere with speech and other communication.
5. Noises can be a major source of annoyance by disturbing sleep, rest and

relaxation, thereby resulting in stress.

6. When community noise levels have reached sufficient intensity, social action has occurred to reduce their effects. This has often taken the form of creating new organizations (or using existing ones) to press for regulation by means of laws, ordinances and standards and is one of the primary reasons why a Noise Element is mandated by the State.

In order to determine the existing noise environment in Imperial Beach, a noise study was conducted in January 1994. A technical report on noise findings is included as an appendix to the General Plan.

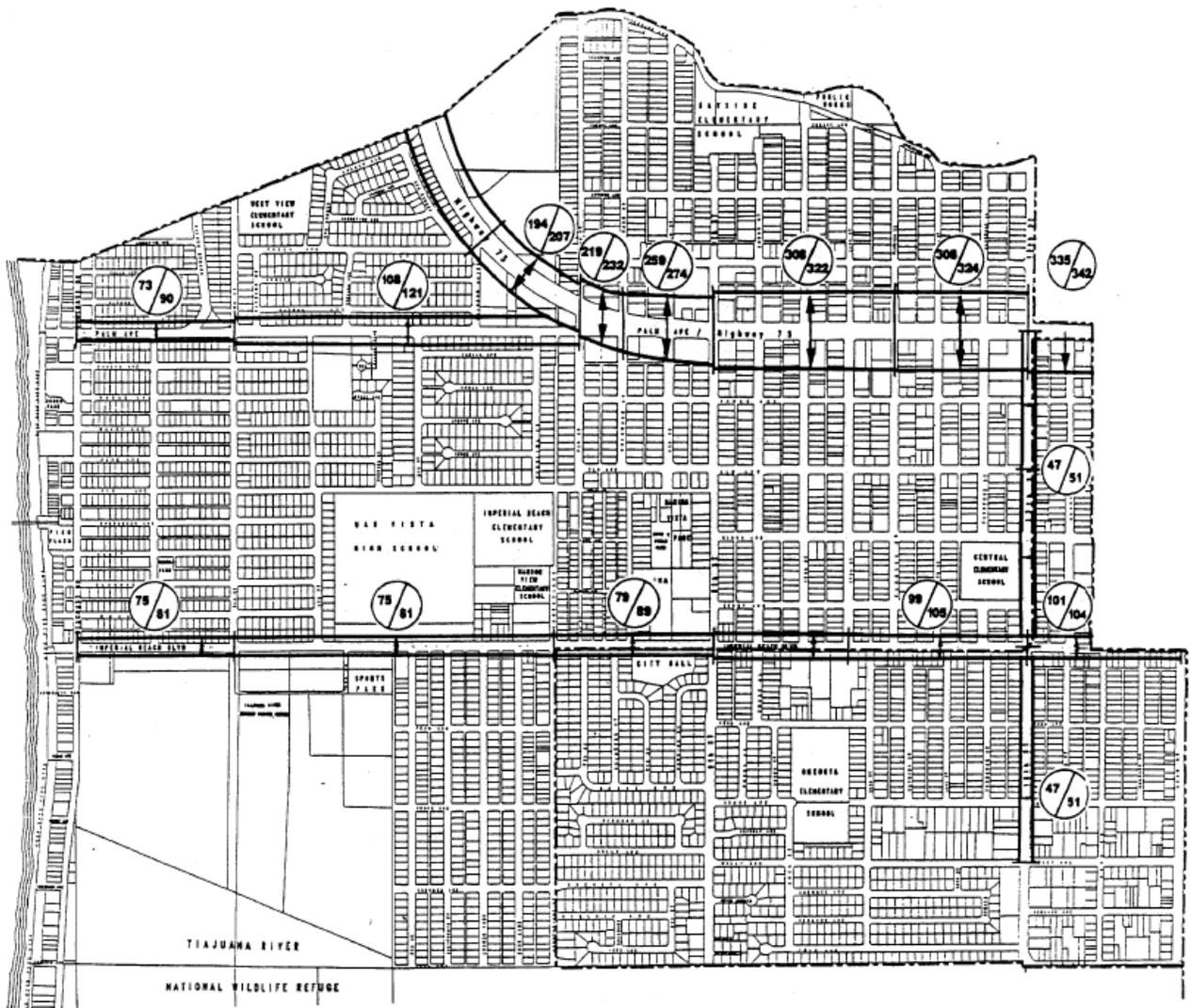
Noise is generally measured in decibels (dB), which is a scale used to quantify sound intensity. Additionally, since the human ear is not equally sensitive to all sound frequencies, human response is factored in by a process called "A-weighting" written as dB(A).

State law requires a Community Noise Equivalent Level (CNEL). All habitable rooms including hotel/motel rooms must meet an interior CNEL of 45 dB(A). A 65 dB CNEL exterior noise exposure generally allows the criteria standard to be met as long as windows can normally be closed to shut out the noise.

Imperial Beach has three primary sources of noise. The main source of noise consists of traffic on the City's arterial streets. The existing and projected CNEL at the 65 dB level is shown in Figure N-1 for SR-75, Palm Avenue, Imperial Beach Boulevard and 13th Street. The distance from the centerline of the streets to the 65 dB CNEL line is projected to increase between 3 to 17 feet at build out under the 1994 General Plan. The distance to the 65 dB CNEL for all other streets is less than 50 ft. from the street centerline and are not shown due to the lack of accuracy, predictability and impact.

A second source of noise consists of helicopter activity from Ream Field. The activity level of the helicopters varies considerably from day to day. Figure N-2 shows the noise conditions for 1988. Additionally, the Figure shows an up-dated 65 dB CNEL line based on a 1992 study. Adverse helicopter noise impacts the South Seacoast, Tijuana Estuary, Seaside Point and Oneonta neighborhoods.

The third source of noise comes from temporary construction including demolition of existing pavement, earth moving equipment and finish construction. Heavy equipment noises range from 72 to 90 dB(A) at 50 feet from the source.



LEGEND

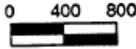

 EXISTING DISTANCE FROM CENTER LINE OF ROAD TO 65dB CNEL

 PROJECTED DISTANCE FROM CENTER LINE OF ROAD TO 65dB CNEL WITH PLAN BUILD OUT

EXISTING & PROJECTED 65dB CNEL NOISE CONTOURS

IMPERIAL BEACH • *General Plan*

FIGURE N-1





GOAL

GOAL 12 EXCESSIVE NOISE

It is the intent of the City to regulate and control unnecessary excessive and annoying sounds and vibrations emanating from uses and activities within the City, and to prohibit such sounds and vibrations as are detrimental to the public health, welfare and safety of its residents.

POLICIES

N-1 Noise Ordinance

The City shall develop and adopt an ordinance to control noise levels. The ordinance shall set forth specific noise levels (dB meter readings) that are unacceptable and not permitted in the City.

N-2 Commercial Vehicles

The City shall establish regulations limiting the routes, speeds, and operating hours of vehicles generating noise nuisance such as trucks and buses. Trucks over 5000 lbs. load capacity should be limited to Highway 75, unless they are making deliveries. (See also Circulation Element, Policy C-8.)

N-3 Public Events

The City should require organizations to submit plans and obtain permits to hold public events in the City. There should be controls placed upon the scheduled start and completion times and the use of noise producing devices such as public address systems and musical amplifiers.

N-4 Complaint Center

A formal complaint center should handle noise complaints. There should be periodic advertising of the noise ordinances and its requirements and encouragement of the public to register complaints.

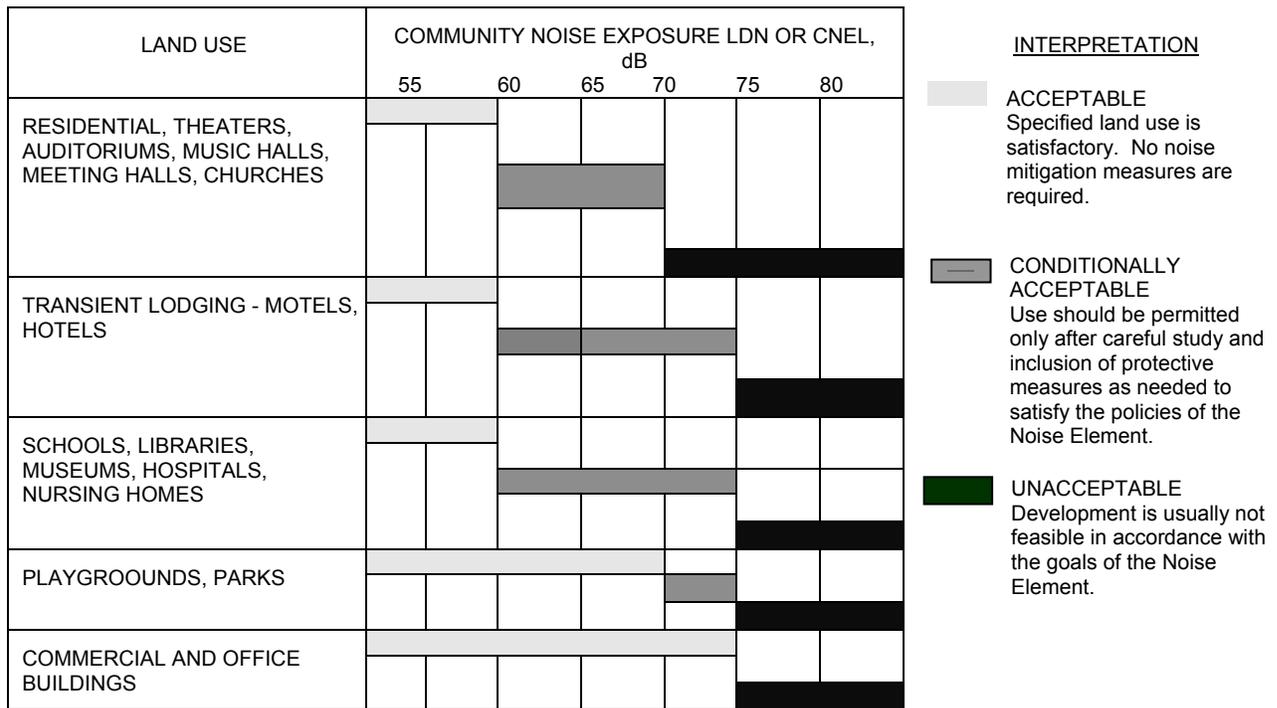
N-5 Land Use Compatibility-Transportation

The City shall require all new development to meet the exterior noise requirements of the compatibility guidelines shown in Figure N-3.



For areas where the noise environment is conditionally acceptable for a particular land use, development shall be allowed only after noise mitigation has been incorporated into the design of the project to reduce noise levels. For areas where the noise environment is unacceptable for the development of a given use, development is usually not appropriate and shall be allowed only upon the completion of an environmental impact report and the adoption of a statement of overriding social-economic impact.

**FIGURE N-3
LAND USE COMPATIBILITY GUIDELINES FOR DEVELOPMENT**



N-6 Technical Reference Manual

To meet the requirements of the Government Code regarding technical information to be included in the Noise Element, the Noise Impact Study is herein adopted by reference and included in the Appendix to the General Plan.

There isn't much to be seen in a little town, but what you hear makes up for it.

Elbert Hubbard

PARKS, RECREATION, AND ACCESS ELEMENT

Park and recreation standards serve as one of the bench marks against which the quality of life within a community can be measured.

*Roger A. Lancaster
Director of Research & Project Coordinator
National Recreation and Park Association*

BACKGROUND

The Parks and Recreation Element is an optional element of the General Plan, while the Access Element is required by the California Coastal Act. The entire topic should be viewed in the context of the background, principles and policies found in the Conservation and Open Space Element.

The City of Imperial Beach owns and maintains approximately 14.74 acres of park land in four sites consisting of Sports Park, Ream Park, Triangle Park and Marina Vista Park. The recreational programs within these parks are operated by the Imperial Beach Boys and Girls Club. In addition to City parks, the following recreational facilities are located within the City limits: Border Field State Park, the City Beach, the Imperial Beach Boys and Girls Club, the Mar Vista High School's athletic fields and tennis courts, Pier Plaza, Tijuana River Estuary Visitor Center and related trails, and the playgrounds of six elementary schools. Other recreational facilities include Marina Vista Center, the Senior's Center and the Conference Center located in the Civic Center complex.

Imperial Beach operates its own lifeguard services which are part of the Public Safety Department. The staff consists of one permanent (year-round) employee, and approximately twelve seasonal/recurrent lifeguards that work primarily during the summer months. During unusually hot weekends and/or holidays as necessary, a number of lifeguards may be recalled to provide adequate lifeguard coverage. During the rest of the year the lifeguard headquarters is manned by at least one lifeguard on a daily basis. In addition to the protection of the beaches, the lifeguards also provide coverage for the two 25-yard pools at Marina Vista High School that are open to the public during the summer months. Because of increased usage of the Imperial Beach beaches, it can be expected that additional personnel may be required in the future.

The City's park and recreation facilities are listed on Table P-1 and mapped on Figure P-1. Each facility is described below.

Border Field State Park

This State park is located adjacent to Mexico generally within the City limits of Imperial Beach. The Tijuana Estuary separates the park from the populated areas of the City. The only vehicular access to the park is via Monument Road through the City of San Diego. The facility is devoted to passive recreation such as picnicking, hiking, walking along the beach, swimming in the ocean and horseback riding.

Dunes Park

This proposed .73-acre park is located four blocks north of Pier Plaza between the beach and Seacoast Drive. Improvements to this park land are to be provided by the San Diego Unified Port District. The preliminary design for the park includes volleyball courts, horseshoe pits, grassy areas, play ground equipment and an arbor for picnicking. The Port District has tentatively set park construction to begin in the FY 94-95. The City, in cooperation with the Port District is also pursuing the possible addition of land to expand Dunes Park.

Elementary Schools Play Fields

The school district's policy is to permit the public to use the school grounds in the evenings and on the weekends when school is not in session. The elementary school sites have the following facilities: volleyball and basketball courts, one or two soccer/baseball fields and play equipment i.e., swings and slides. In addition, Bayside Elementary School has one wallboard court and a running track with work-out stations. Harbor View and West View Elementary Schools have running tracks and Central has two wallboard courts.

The City of Imperial Beach has a joint use agreement with the South Bay Union Elementary School District. The agreement allows the City to use the facilities at Bayside, Central, Harbor View, Imperial Beach, Oneonta, and West View Elementary Schools for recreational purposes. The Boys and Girls Club offers after school programs on all six of the District's school sites in Imperial Beach. See Table P-1 for the athletic and recreational facilities located on the schools sites.

Imperial Beach Boys and Girls Club

This 1.7-acre recreational facility is located on City Property and is bounded on two sides by Marina Vista Park. In addition to the large recreational building, there is one lighted softball field, and one basketball court on the site. Programs offered include arts and crafts, athletics, social recreation, and youth group programs. In order to participate in the Club's program, members must be between 7 and 17 years old, and pay an annual fee of \$10. In 1993, the organization had 1,245 members. This program receives no financial support from the City.

Mar Vista High School

Approximately 20 acres of the 33-acre school site is devoted to outdoor recreation.

Facilities include a football field and track, outdoor swimming 2 pool, 4 tennis courts, and baseball/soccer fields. As of 1993 the City did not have a joint use agreement with the Sweetwater Union High School District. In the past, the City used the swimming pool during the summer months. During the summer of 1993, the pool was not used as it was being refurbished. There is no arrangement to use the pool for recreational purpose at this time. However, the community does use the tennis courts, basketball courts and athletic fields when they are not in use by the school.

Marina Vista Park

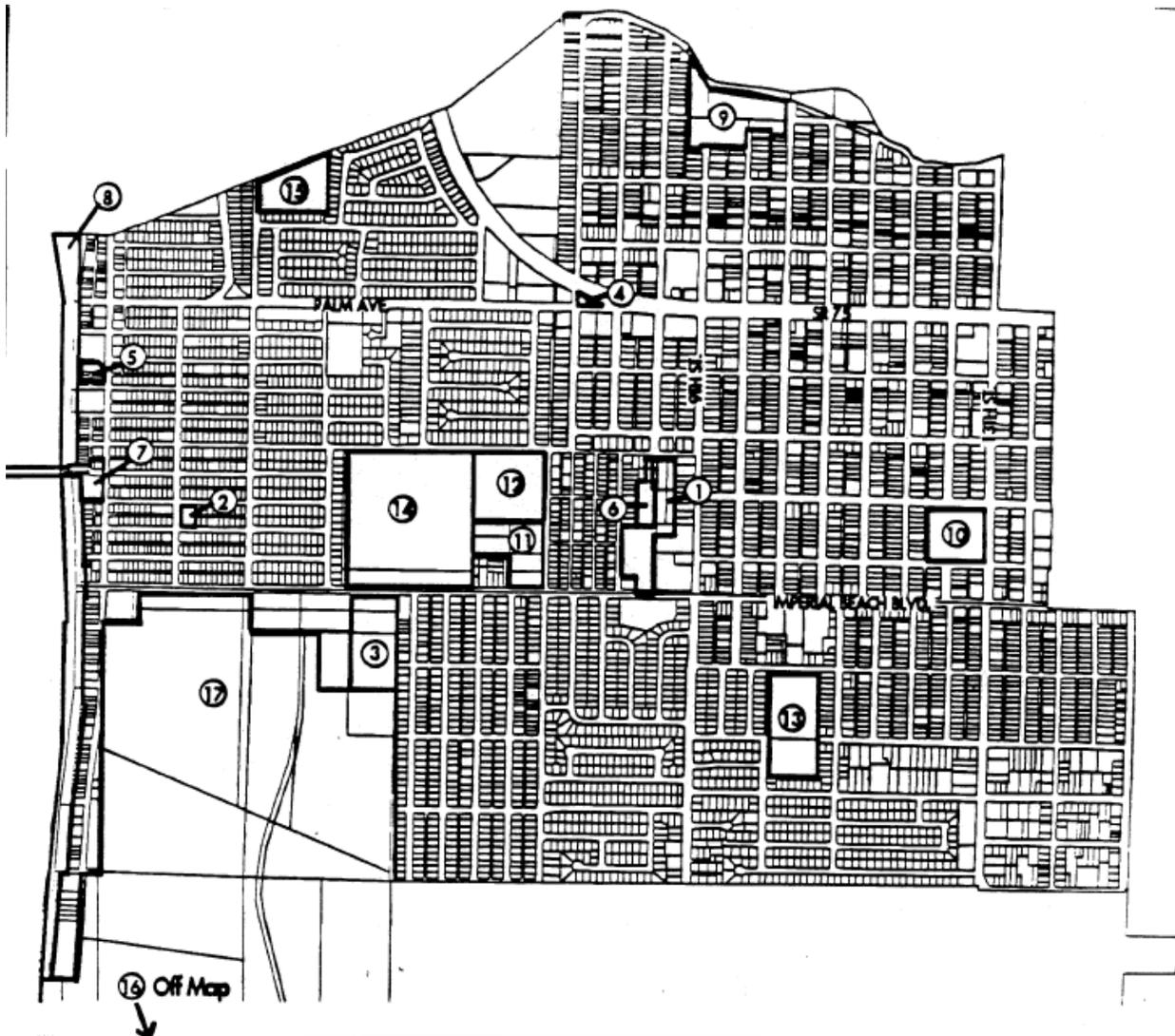
This centrally located 6.69-acre city park includes a picnic area, very large (passive) grass play areas, children's playground, bandstand/gazebo, and a community center with kitchen and restrooms. Adjacent to the park is the Boys and Girls Club facility (on City land) and the Senior Center. With modification of the grassy play area, there would be space available for additional active recreational facilities, if desired.

Pier Plaza, Pier and City Beach

Imperial Beach has a total of 3.5 miles of beach frontage. The Imperial Beach Fishing Pier and the City Beach accounts for an additional 12.36 acres of recreational area within the City limits (2.56-acre Pier and Pier Plaza area, and, excluding the estuary, 9.8 acres of sandy beach). Unfortunately, in the recent past, the ocean, with its related sandy beach front, has periodically been contaminated by sewage spills from Mexico.

The San Diego Unified Port District has assumed financial responsibility for Pier Plaza and the City Beach. Lifeguards are funded by the Port District, but hired by the City to patrol the beach year-round. The level of supervision varies depending on the season.

TABLE P-1			
Park and Recreation Facilities			
CITY OF IMPERIAL BEACH PARK LAND			
Name	Acres	Type	Facilities
1. Marina Vista Park	6.69	Community	Picnic, grass area, gazebo, community center, children's playground
2. Reama Park	.72	Mini	Tot lot, picnic, grass area
3. Sports Park	7.80	Community	Gym, picnic, 6 ball fields, tot lot, grass area, basketball court
4. Triangle Park	.40	Pocket	Grass area
	15.64		
OTHER PARK AND RECREATION FACILITIES			
5. Dunes Park	.73	Regional	Volleyball, horseshoe, picnicking, children's playground
6. IB Boys & Girls Club	1.70	Community	Recreation building, baseball field, basketball court
7. Pier Plaza & Pier	2.56	Regional	Fishing, picnicking, benches
8. Sandy Beach	9.80	Regional	Beach (South end of Seacoast Drive to Northern City Limits)
	14.79		
SCHOOLS (Park and Recreation Acreage only)			
9. Bayside School	7.7	Neighborhood	Mini-park, 2 baseball fields, basketball, volleyball & wall board courts, running track, play equipment
10. Central School	3.1	Neighborhood	2 baseball fields, basketball, volleyball and 2 wall board courts, play equipment
11. Harbor View School	3.4	Neighborhood	Soccer/baseball field, basketball and volleyball courts, play equipment
12. Imp. Beach School	2.7	Neighborhood	Soccer/baseball field, basketball and volleyball courts, play equipment
13. Oneonta School	7.6	Neighborhood	2 soccer/baseball fields, baseball and volleyball courts, play equipment
14. Mar Vista High	20.0	Community	Basketball, 4 tennis courts, football field, running track, swimming pool, baseball soccer
15. West View School	4.5	Neighborhood	Mini-park, baseball fields, baseball, volleyball & wall board courts, play equipment
	49.0		
REGIONAL FACILITIES (within City Limits)			
16. Border Field State Park	317.0	Regional	Picnic, beach, hiking and horseback trails
17. Tijuana River National Estuarine Research Reserve (outside of Border Field State Park)	611.0	Regional	Visitor center, trails
	928.0		



<u>City of Imperial Beach Park Land</u>		<u>Schools</u>	
	<u>Acres</u>		<u>Acres</u>
1. Marina Vista Park	6.69	9. Bayside School	7.7
2. Reama Park	0.72	10. Central School	3.1
3. Sports Park	7.80	11. Harbor View School	3.4
4. Triangle Park	0.4	12. Imperial Beach School	2.7
TOTAL	15.64	13. Oneonta School	7.6
 		14. Mar Vista High	20.0
<u>Other Park and Recreation Facilities</u>		15. West View School	4.5
5. Dunes Park	0.73	TOTAL	49.0
6. B Boys and Girls Club	1.7	 	
7. Pier Plaza and Pier	2.56	<u>Regional Facilities (within City Limit)</u>	
8. Sandy Beach	9.8	16. Border Field State Park	317.0
TOTAL	14.79	17. Tijuana River National Estuarine Research Reserve (outside of Border Field State Park)	611.0
		TOTAL	928.0

PARK AND RECREATION FACILITIES

IMPERIAL BEACH • *General Plan* | **FIGURE P-1**

Reama Park

This small neighborhood park of approximately 0.72 acres is located on Second Street between Elkwood and Elder Avenues. Facilities include a children's playground, picnic area and passive grass area. No organized recreational programs occur at this location.



Sports Park

This fully developed 7.8-acre park and recreation center is located at 425 Imperial Beach Boulevard. Facilities include:

gymnasium and indoor recreation facilities, picnic areas, six fully lighted ball fields, children's playground, an outdoor basketball court, a large (passive) grass play area and restrooms. The two T-ball fields on the southern edge of the Sports Park are located on Tijuana Estuary property. The Boys and Girls Club's recreational program which is operated from this facility includes dance lessons, softball leagues and organized activities for the Boys and Girls Club.



Tijuana Slough National Wildlife Refuge and Tijuana Estuary Visitor Center

The Wildlife Refuge is operated by the U.S. Fish and Wildlife Service. It provides four miles of trails through uplands, saltmarsh and mudflats as well as access to the beach. Located next to one of the four entrances to the Refuge is the Visitor Center at 301 Caspian Way. Its 6,800 square feet provide for an exhibit hall, education laboratory, audio/visual room, administrative offices, reference library and map and photo library.

The California Department of Parks and Recreation manages the Visitor Center and, as does the Fish and Wildlife service, depends heavily on volunteer help for operations.

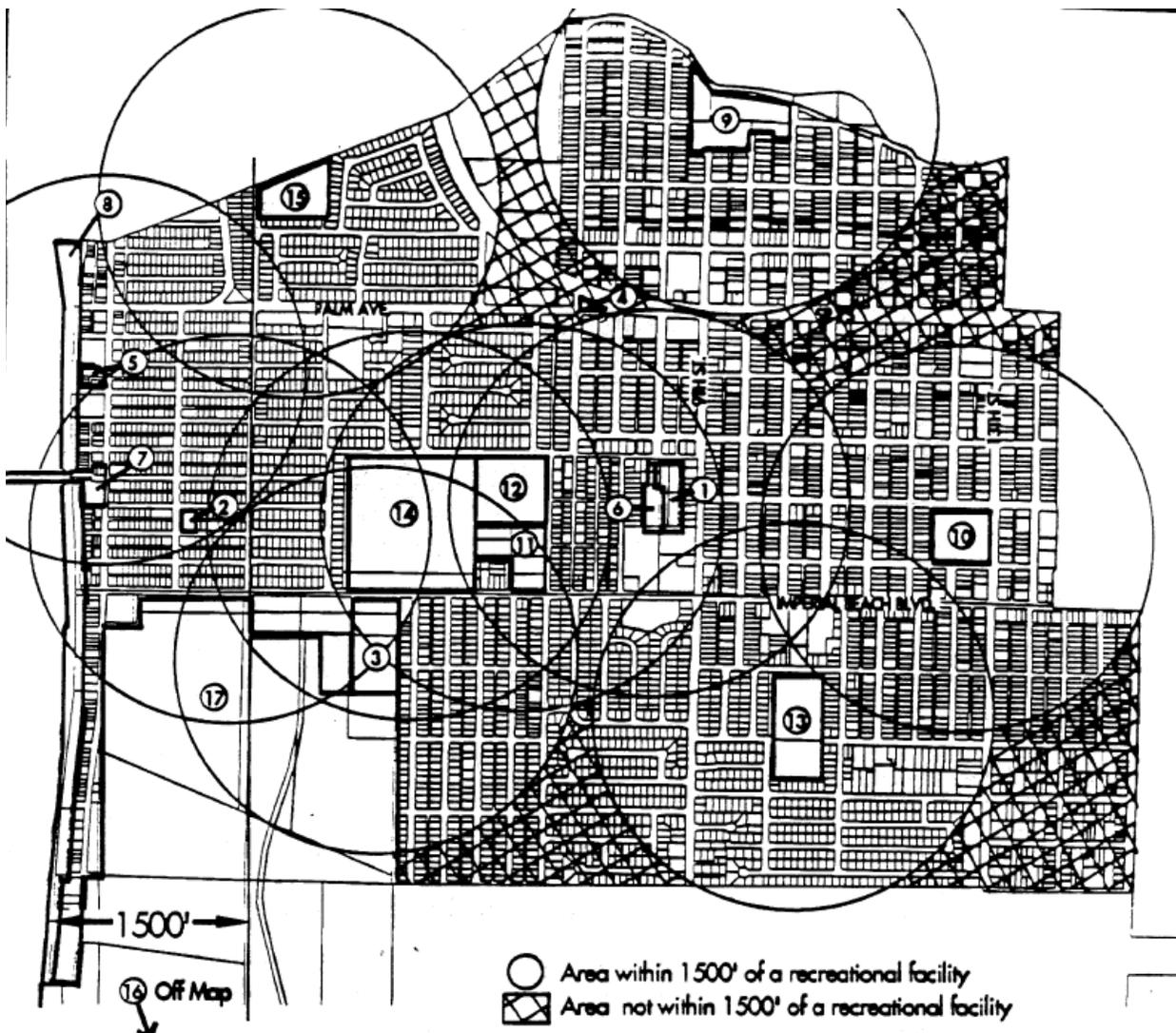


Triangle Park

This 0.4-acre pocket-size park is located in the public right-of-way where Highway 75, Palm Avenue, and 7th Street meet. This grassy area has no permanent improvements other than landscaping.

Based on a walking distance of 1,500 feet, the areas of the City most in need of additional parks are the northeast and southeast areas of the City (see Figure P-2). The National Recreation and Park Association recommends 6 to 10 acres of park land per 1,000 population. All of the City's park land, including school sites, and the beach, but excluding the estuary and State park, total approximately 79.43 acres. If the 1990 population figure of 26,512 is utilized, attainment of the N.R.P.A. minimum standard would require the acquisition of an additional 79.64 acres of park land. This is not an attainable standard for Imperial Beach. Insufficient developable vacant land exists within the City limits. In addition, the City's economic constraints limits its ability to purchase additional park land and to maintain and operate new facilities. Fortunately, many of the citizenry needs are being accommodated due to the joint use agreement between the City and the Elementary School District. The existence of two State parks in the immediate area (Border Field and Silver Strand) and the Tijuana River National Estuarine Research Reserve also helps to alleviate the strain on recreational facilities.

The development and improvement of parks in the City is paid for by the City's Residential Construction Fee and the use of Community Development Block Grant Funds. The Residential Construction Fee (\$800/du + \$100/bd for new construction or \$200/bd for room additions) is collected when building permits are issued. The fee is allocated exclusively for park development.



City of Imperial Beach Park Land		Schools	
	Acres		Acres
1. Marina Vista Park	6.69	9. Bayside School	7.7
2. Reama Park	0.72	10. Central School	3.1
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8. Sandy Beach	9.8	16. Border Field State Park	317.0
TOTAL	14.79	17. Tijuana River National Estuarine Research Reserve (outside of Border Field State Park)	611.0
		TOTAL	928.0

1500' WALKING DISTANCE FROM CITY PARKS & SCHOOLS
IMPERIAL BEACH • General Plan | FIGURE P-2

GOALS

GOAL 13 THE CITY SHALL PROVIDE ADEQUATE PARKS AND RECREATION AMENITIES FOR A HEALTHY ENVIRONMENT AND QUALITY OF LIFE

The preservation and development of park, recreation programs and coastal access facilities are considered vital to:

- a. Reinforcing the City's goal of maintaining a small beach-oriented town.
- b. Making the City an enjoyable and beautiful place to live, work, play and visit.
- c. Providing park and recreation amenities for residents and visitors.
- d. Maintaining a balanced healthy environment and quality of life for residents and visitors.
- e. Supporting the area's economy.

POLICIES

P-1 Opportunities For All Ages, Incomes, and Life Styles

To fully utilize the natural advantages of Imperial Beach's location and climate, a variety of park and recreational opportunities for residents and visitors shall be provided for all ages, incomes and life styles.

This means that:

- a. The beach shall be free to the public.
- b. Recreational needs of children, teens, adults, persons with disabilities, elderly, visitors and others shall be accommodated to the extent resources and feasibility permit.
- c. City residents need mini-parks, neighborhood parks, community parks, activity centers, special use and all-purpose parks.
- d. The City should pursue increased recreational opportunities for the general public in the Tijuana Estuary, Borderfield State Park, the beach and the South San Diego Bayfront.

P-2 Ocean and Beach Are The Principal Resources

The ocean, beach and their environment are, and should continue to be, the principal

recreation and visitor-serving feature in Imperial Beach. Oceanfront land shall be used for recreational and recreation-related uses whenever feasible.

P-3 Joint School/Park Sites

The City shall increase coordination with the school districts to maximize use of school and City facilities for park and recreational purposes. Parks should be developed in conjunction with schools wherever possible. The City shall negotiate joint agreements with the school districts to cooperatively maximize park and recreation opportunities.

P-4 Private Sector Open Space, Parks and Recreation

The City shall recognize the contribution of the private sector to parks and recreation and encourage cooperative continuation and expansion of such contributions.

P-5 Recreation Programs

Recreation programs to meet the needs of citizens and visitors shall be developed. These needs should be continuously monitored and programs adjusted as necessary over time. Cooperative programs with city residents, business people, neighboring cities, County, State and Federal agencies shall be established to expand the City's recreational programs.

P-6 Design of Visitor and Recreational Facilities

The City should research and adopt, following extensive public discussion, a detailed and comprehensive set of design criteria for the beach area in order to increase its attractiveness as a significant recreational resource. The Design Element contains interim design policies which should be implemented at the earliest possible date followed by more detailed and refined design guidelines as they are developed. Such guidelines can be implemented through the auspices of a special zoning district, guidelines adopted by City Council resolution, through a Specific Plan, or a combination of these and other public policy vehicles.

P-7 Increase Tourist Related Commercial Land Uses

The City and its business community should take direct action to increase the amount of tourist-oriented businesses both along the beachfront, South San Diego Bayfront and inland areas.

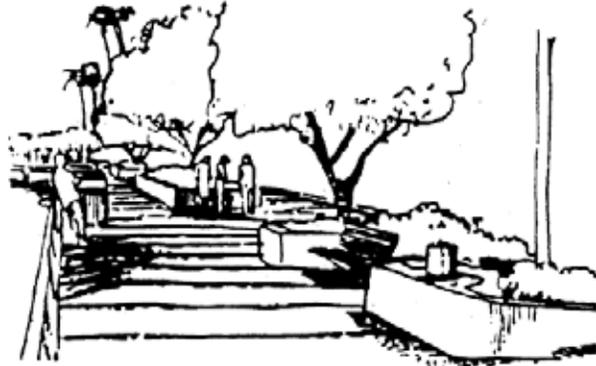
P-8 Bayfront Park

The City shall pursue the creation of a linear park along the entire City bayfront. Said park shall consider facilities like walkways, bike trails, grass areas, rest areas with benches and tables, promenade bridge over the Otay River Channel, amphitheater for special events, gazebo, information center, etc.

FIGURE P-3
BAYFRONT PARK



Linear Parkway with Recreational Trails at the Edge of the Bay.



Boardwalk/Promenade along the Bay Edge.

P-9 New Park Land

The City shall pursue expansion of its park and recreation programs. Options to be considered shall include but not be limited to:

- a. The construction of a new public park on Ream Field.
- b. The joint use of the Navy Radio Station as a recreation/open space resource.
- c. Continue development and possible expansion of Dunes Park.
- d. Working with the City of San Diego on the possible creation of a joint two-city neighborhood park to serve the southeast section of the City. A possible site is located on the east side of 15th at the end of Holly Avenue.
- e. Exploring the possibility of acquiring a small park site on 14th Street at the southwest corner of Imperial Beach Boulevard and 14th Street.
- f. Encouraging the school districts to expand the school sites as property may become available.
- g. A park at the northwest corner of Silver Strand and Carnation Avenue.
- h. A public park in the northeast section of the City.

SHORELINE ACCESS

BACKGROUND

The public's right of access to the State's navigable waters is protected by the California Constitution, which states: "No individual, partnership or corporation, claiming or possessing the frontage for tidelands of a harbor, bay inlet, estuary, or other navigable water in this State, shall be permitted to exclude the right-of-way to such water whenever it is required for any public purpose, not to destroy or obstruct the free navigation of such water, and the Legislature shall enact such laws as will give the most liberal construction to this provision, so that access to the navigable waters of this State shall be always attainable for the people."

The desire of the voters of the State of California to protect and enforce the right of public access to the coast was demonstrated by the passage of Proposition 20 in 1972. The 1972 California Coastal Act regulations require that a coastal plan include "a public access element for maximum visual and physical use and enjoyment of the coastal zone by the public" and each local government to prepare a specific public access component. The Coastal Act policies which are related to shoreline access are as follows:

Section 30210. Requires maximum access and broad recreational opportunities for all people in beach and coastal areas.

Section 30211. Requires that new development not interfere with the public's right of access to coastal areas.

The City of Imperial Beach has more available shoreline than do most other California coastal cities. Of the 17,600 feet of shoreline, approximately 12,000 feet or 68% is either publicly owned or has direct vertical or lateral access. This includes 6,000 linear feet of sandy beach owned fee simple by the State of California within the Borderfield State Park in the extreme southwest corner of the City.

For the purposes of public access, the beach area can be divided into five resource areas. These resource areas are:

- ✓ Imperial Beach City Beach
- ✓ Imperial Beach Fishing Pier
- ✓ Tijuana River Estuary
- ✓ Borderfield State Park
- ✓ Tidelands

City Beach

The City Beach is the open sandy beach area both north and south of the city pier. The beach is accessible from the Pier Plaza parking lot and has wide vertical access points for easy egress and ingress to the beach and ocean. The entire City Beach area is subject to daylight lifeguard surveillance.

Imperial Beach Fishing Pier

The City pier is one of Imperial Beach's main visitor serving and recreational facilities. The pier was reconstructed in 1987 and is approximately 30 feet wide and 1,500 feet long and is used for both sightseeing and off-pier fishing. Lights on the pier allow for visitor and fishing uses at night.

As the owner of the pier, the San Diego Unified Port District may in the future add charter boat fishing and restaurant concessions to the pier, but as of January 1994 the Port District's Master Plan does not include any development on the pier or on any of the other areas currently owned or leased by the Port District.

Tijuana River Estuary

The Tijuana River Natural Estuarine Research Reserve (TRNERR) as shown in Figure CO-1, is located in the southwestern most corner of the United States. It represents about 2,531 acres in the lower sections of the Tijuana River watershed. Approximately 928 acres are located within the City limits of Imperial Beach. The remaining acreage is within the jurisdiction of the City of San Diego. The TRNERR Management Authority is vested with the responsibility for setting management policies for the whole Reserve. TRNERR includes the Tijuana Slough National Wildlife Refuge, which is managed by the U. S. Fish and Wildlife Service, and Border Field State Park, which is managed by the California Department of Parks and Recreation. In addition to the Wildlife Refuge and the State Park, the TRNERR boundary also contains land owned by the U.S. Navy, the City of San Diego, the County of San Diego and privately held parcels.

The access-ways of the Tijuana River Estuary are of the Pass and Repass classification. Due to the characteristics of the estuary and slough area, both State and Federal management agencies have limited access to the area in order to protect the fragile ecosystem.

At the east side of the estuary, the California Department of Parks and Recreation have built a staffed estuary visitors center. The center is used to educate the public about biological resources and to encourage public observations. The visitor center is open several days a week for public convenience.

Border Field State Park

Located at the southern end of the City, the State operated park comprises approximately 396.43 acres., with 317.0 acres located within Imperial Beach. Three hundred seventy-two acres of the park, formerly Border Field Naval Facility, is operated by the State Department of Parks and Recreation. This property includes the lagoon

and salt marshes, about 30 acres of steep slopes at the edge of the floodplain, and about 10 acres of flat plateaus overlooking the floodplain and beach.

The park is accessed through Monument Road, which runs through the City of San Diego. Monument Road is a two-lane road in poor condition and subject to flooding.

Within the park, beach access is provided in several locations:

1. **Beach Access.** Direct vertical active access to the beach is provided via the parking area on the coastal strand directly adjacent to the beach. Additionally, a lateral passive access-way exists along the beach.
2. **Monument Mesa Access.** Access to the mesa area is in the active classification. No direct access to the beach from the mesa exists due to the bluff top topography of the area. An active access-way does however exist along the top of the mesa.
3. Beach access is supported by a 280-car parking lot, picnic sites, restrooms, and a historical monument on Monument Mesa and a parking area at a horse staging area.

The park also includes horse-riding trails, which traverse through the Tijuana River Valley to the Pacific Ocean and a large picnic area on a bluff overlooking the Pacific Ocean. The park is landscaped for walking and light sports activities and contains tables and benches for those wishing to have a picnic. There is a 10-foot paved walkway from the picnic area down the bluff to the beaches.

Tidelands-San Diego Unified Port District

The San Diego Unified Port District owns the Imperial Beach tidelands (which is defined as the distance from mean high tide to a point in the submerged lands of the Pacific Ocean), and the Imperial Beach Pier. The Port District leases from the City all of Ocean Boulevard (paper street on the beach) from the north end of the City to a point 300 feet below the end of South Seacoast Drive. The Port District provides for lifeguard and police protection for the beach and is responsible for all uses and activities in the tidelands area. As of January 1994, the Port District has not amended its Master Plan to include the lands the Port District owns in Imperial Beach.

Other property in the City of Imperial Beach, which is leased (as opposed to owned) by the Port District include Dunes Park, Pier Plaza and easements over the Imperial Beach Boulevard and Palm Avenue street ends.

Access to City beaches is provided via public transit and public streets. The beach is located approximately five miles east of Interstate 5, a major regional freeway, and a mile south and west of Hwy 75, a state highway bisecting Imperial Beach as it passes from the City of Coronado to the City of San Diego. Access to the City of Imperial Beach from Interstate 5 is taken from either Palm Avenue, or from the Coronado

Avenue/Imperial Beach Boulevard corridors. Imperial Beach is served by the Metropolitan Transit District, which provides bus service to the area, as well as a bike path which runs along the strand from Coronado to the South San Diego Bayfront in Imperial Beach. (See Circulation Element.)

Lateral and Vertical Access: The Coastal Commission Shoreline Access Interpretive Guidelines define "lateral access" as a way of providing public access and use along the shoreline. Lateral access in Imperial Beach consists of Ocean Boulevard and usable areas of the City's dry sandy beach, which fluctuates in size with daily, monthly, and seasonal tidal activity. Vertical access is defined as access from the first public roadway to the shoreline. Table P-2 indicates all points of vertical and lateral access in the City of Imperial Beach. Access points are shown on Figure P-4.

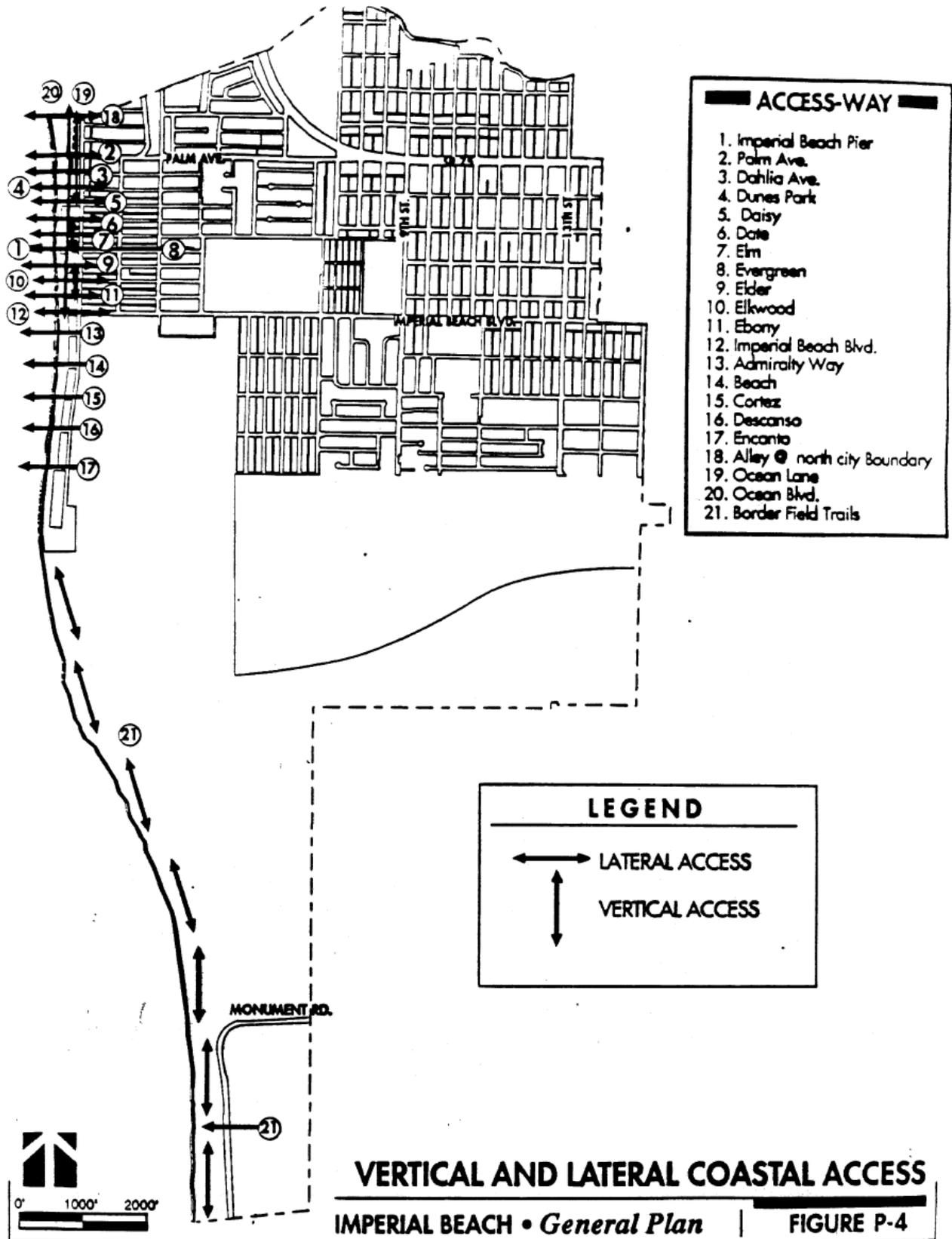
The most heavily used access is at Pier Plaza and the surrounding beaches where there is ample public parking both on and off-street with 90 percent of beach activity taking place north of Imperial Beach Boulevard.

Frequency of Access-ways: Throughout the City beach area, the distance between access-ways ranges from a minimum of 200 feet to a maximum 625 feet with a median distance of 250 feet between access-ways; assuming an average walking speed of three miles per hour, the maximum walking time between access-way is slightly more than one minute.

Access Support Facilities: The access-ways of the City beach area are supported by a municipal parking lot located between Evergreen and Elder Streets. This lot has parking spaces for approximately 76 vehicles. Parking stalls are metered.

The parking lot is augmented by on-street parking sufficient to handle approximately 370 additional vehicles. On-street parking is provided on Seacoast Drive and on each of the City's street ends.

TABLE P-2				
Vertical and Lateral Coastal Access				
Access-way	Use	Type	Width	Condition
1) Imperial Beach Pier	Active ³	V	30'	Improved
2) Palm Avenue	Active	V	80'	Paved
3) Dahlia Avenue	Active	V	53.3'	Paved
4) Dunes Park	Active	V	Varies	Improved
5) Daisy	Active	V	53.3'	Paved
6) Date	Active	V	53.3'	Paved
7) Elm	Active	V	53.3'	Paved
8) Evergreen	Active	V	53.3'	Paved
9) Elder	Active	V	53.3'	Paved
10) Elkwood	Active	V	53.3'	Paved
11) Ebony	Active	V	53.3'	Paved
12) Imperial Beach Blvd.	Active	V	80'	Paved
13) Admiralty Way	Active	V	53.3'	Unimproved
14) Beach	Active	V	53.3'	Parking & walkway
15) Cortez	Active	V	53.3'	Unimproved
16) Descanso	Active	V	53.3'	Unimproved
17) Encanto	Pass & ⁴ Repass	V	53.3'	Unimproved
18) Alley @ north City boundary	Pass & Repass	V	18'	Easement
19) Ocean Lane	Active	L	20"	Improved to alley standards
20) Ocean Boulevard	Active	L	Varies	Sand
21) Border Field Horse Trails	Active	L & V	Varies	Sand
V = Vertical Access L= Lateral Access				
³ . Active use includes the full range of beach-oriented activities. Alternatively, "passive" use include those activities normally associated with beach use, such as walking, swimming, jogging, etc., but does not include use of the access-way for organized sport activities, campfires, or vehicular access for other than emergency vehicles.				
⁴ . Pass and Repass indicates an area where topographic constraints of the site makes use of the beach dangerous, where habitat values of the shoreline would be adversely impacted by public use of the shoreline, or where the access-way may encroach closer than 20 feet to a residential structure. When any of these conditions exists, the access-way may be limited to the right of the public to pass and repass along an access area.				



GOALS

GOAL 14 SHORELINE ACCESS

To provide physical and visual access in the City's five coastal resource areas for all segments of the population without creating a public safety concern, overburdening the City's public improvements, or causing substantial adverse impacts to adjacent private property owners.

POLICIES

P-10 Amend San Diego Unified Port District Master Plan

The Port District's Master Plan should be amended to include the lands the Port owns in Imperial Beach. The Plan should ensure that the City's pier is fully developed and adequately maintained and develop new shoreline related uses on both Port District owned property and on property leased to them by the City.

P-11 Coordinate With State and Federal Agencies

Guidelines for the use of the Tijuana Estuary should be developed with State and Federal officials. Access and utilization of the area should be controlled by the installation of appropriately designed and posted access-ways. The City should continue to develop a working relationship with the State Department of Parks and Recreation in a coordinated effort to make the Border Field State Park area, and its access to the beach, a resource that is available to the public.

P-12 Maintain Environmental Quality

The environmental integrity of all beach areas shall be maintained and enhanced.

P-13 Improving Access-ways

Priority shall be given to gaining and improving access-ways located in proximity to public parking areas and public transportation routes. The use of these access-ways shall be encouraged through the installation of appropriate Signage. Said signage shall indicate, where applicable, the existence and location of nearby public parking areas. *In the unimproved right-of-way of Ocean Boulevard north of Imperial Beach Boulevard, the City may construct improvements that provide, preserve or enhance public access at the street ends and parks, whether vertical or lateral or both, and which will continue to allow access for equipment for emergency and maintenance purposes. [Amended May 5, 1999, by Ordinance No. 99-936]*

P-14 Retain Existing Street Ends

All existing street ends under City ownership that provide public access to coastal resources, including bays, shall be retained for streets, open space or other public use. View corridors shall be protected and in no case shall buildings be permitted on or bridging the streets. The City shall approve detailed design plans for each street end.

P-15 Ocean Lane and Alleys West of Seacoast Drive

In the event that public access and the public interest may be served by the alteration or development of Ocean Lane or alleys west of Seacoast Drive, the City may consider vacation when:

- a. Ocean Lane or alley vacation would permit development requiring consolidation of two or more lots, including the public right of way, and;
- b. A development would involve a use related to public recreation and/or visitor serving facilities, and;
- c. In either a or b above, the new development shall incorporate within its planning and building design:
 - (1) A means of maintaining or restoring physical public access to the shoreline, and;
 - (2) A means of maintaining visual public access to the shoreline, and;
 - (3) A means of maintaining or restoring public vehicular parking.

P-16 Prescriptive Rights

No individual, partnership or corporation claiming or possessing the frontage for titlelands of a harbor, bay inlet, estuary, or other navigable water in Imperial Beach, shall be permitted to exclude the right-of-way to such water whenever it is required for any public purposes, including public rights obtained by prescriptive easement, nor destroy or obstruct the free navigation of such water. The City of Imperial Beach shall protect and enhance beach access and continue to formalize prescriptive rights.

S SAFETY ELEMENT

Men come together in cities for security; they stay together for the good life.

Aristotle

BACKGROUND

California General Plan law requires the Safety Element to address means of protecting the community from unreasonable risks associated with fire, flood, geologic and seismic hazards. This Element also implements provisions of the California Coastal Act pertaining to minimizing hazard potential in the Coastal Zone.

The policies and actions included are based upon determinations as to the acceptable levels of exposure to risk for each type of hazard. The evaluations and policies necessarily involve judgments based upon such factors as the severity of the hazard; the likely frequency of damage-inducing events; the potential number of persons exposed to the risk; and the amounts of potential losses due to injuries, deaths, and damage to property.

There are three basic types of risk to consider: the risk to human life and limb, the risk to property and the risk of societal disruption. These are distinct, although not totally independent considerations. Normally, reducing one type of risk will reduce another type of risk as well.

Clearly, public agencies have a role in protecting the public from death or injury, and the reduction of this risk should have the highest priority. Property damage risk is the second highest priority while the risk of public disruption would have the lowest priority.

Fire Hazards

Fire hazards, including brush land and structure type, are a significant problem in San Diego County. Except for the salt marsh, where the vegetation is generally non-combustionable, Imperial Beach is almost completely urbanized. Therefore, urban fire hazards are the main concern in Imperial Beach.

1. Hazards Setting

Fire has long been recognized as an especially dangerous threat in urban areas. As population concentrations increase in built-up areas, the factors necessary for fire ignition increase, as do the chances of a fire spreading rapidly once it starts. The factors of population density and the resultant high material and energy

concentrations in cities mean that the loss of life, injury and property damage from fire are greater in urban areas than in less densely settled rural areas.

2. Single Family Residential Buildings

Single-family detached houses form a major portion of the housing stock in Imperial Beach. Fires occur in private homes from a variety of causes, human carelessness being chief among them. More lives are lost in residential fires than in any other type of fire. Without adequate setbacks or other fire prevention techniques such as firewalls, residential fires can spread easily due to the wood frame construction of most single-family structures and the common usage of untreated wood shingles. While the general climate in Imperial Beach is relatively humid, fire can spread easily between single-family homes.

3. Multi-Story Buildings

Buildings over three stories pose difficult fire control problems. The large number of occupants and their dependence on internal support systems, such as water pressure systems, ventilation systems and elevator systems, increases the potential for disaster. Adequate response to buildings over three stories requires improved internal extinguishing systems and special equipment, such as helicopters and aerial ladders.

4. Hospitals and Medical Facilities

Imperial Beach has no full service hospital; however, several medical complexes are located in the area. These facilities present critical fire control problems. Damage to sophisticated medical equipment by fire threatens the lives of present and future patients. Those mentally or physically debilitated cannot react during crisis in a way that would insure minimum safety standards. In times of emergency, ailments are aggravated by stress, and the medical staff is usually inadequate to provide enough aid and guidance.

5. Indoor Public Assembly Facilities

Public assembly facilities are defined as those in which large numbers of people congregate in generally unfamiliar surroundings. They include schools, theaters, churches, temples and a variety of recreational facilities. Gatherings of large numbers of people in these buildings create conditions conducive to mass panic in a crisis, which only worsens and increases casualties. Administering medical aid is made more difficult in these situations, as well.

6. Industrial Fire Hazards

Potentially hazardous industrial operations encountered in Imperial Beach include utility lines such as gas lines and overhead electrical power lines. While the normal construction of utility lines provides a good degree of safety, gas lines do break and power lines do come down causing fires.

Another aspect of industrial fire hazards involves the transportation of industrial-related, flammable materials on the major highways and freeways of the area.

Regulatory powers that govern the transportation of these materials are the responsibility of State and Federal agencies; however, local fire and police departments are called upon to safeguard public safety when hazardous situations develop.

7. Municipal Pier Hazards

Fishing and/or boat launching piers usually have conditions of use, which contributes to safety hazards. The Imperial Beach Municipal Pier is a main attraction for tourists and residents and, has structures on its end. The Pier has a water main extending its entire length.

8. Fire Protection

(See Facilities and Services Element)

9. Adequacy of the Water System

Generally, adequate water supplies for fire suppression exist throughout the City. Water is a critical element in fire protection. Of all the factors considered by fire insurance underwriters, water supply is the most heavily weighed. (See Facilities and Services Element)

10. Findings Related to Fire Hazards, Fire Prevention and Safety

Fire prevention measures are usually undertaken for the safety of residents and property, as well as to reduce insurance premiums.

- a. One of the most important regulatory codes from the standpoint of fire safety is the Uniform Building and Fire Codes. The uniform codes are intended to serve only as minimum standards. Thus, it is important that the latest versions of these minimum standards be adopted and enforced by the Fire and Building Departments.
- b. The Zoning Ordinance should help prevent the construction of unsuitable or hazardous structures.

Subdivision regulations are used to reduce the risk of fire as they govern the process of dividing land into building sites.

- c. Weeds are a fire hazard. Weed abatement ordinances, strictly enforced, can eliminate this potential hazard.
- d. Certain structures can be classified as "fire hazardous" and should be considered as public nuisances. Fire hazardous buildings are those which, upon ignition, permit the rapid spread of fire. They are generally characterized by substandard electrical wiring, open stairwells and obsolete heating facilities. When combined with human carelessness or maliciousness, these deteriorated conditions offer a potential for disaster.

Flood Hazards

Flood hazards in Imperial Beach can be categorized as local flooding and flood plain inundation.

1. Local Flooding

Surface run-off, a condition intensified by development as a result of soil compaction and paving is presently handled by the street system and a small storm drain system. The local system is, for the most part, adequate.

2. Flood Plain Inundation

The Tijuana River Valley is subject to floods of great magnitude since it is the drainage way for the largest of the watershed basins in San Diego County. This drainage basin covers 1,700 square miles, only 27% of which lies within the United States.

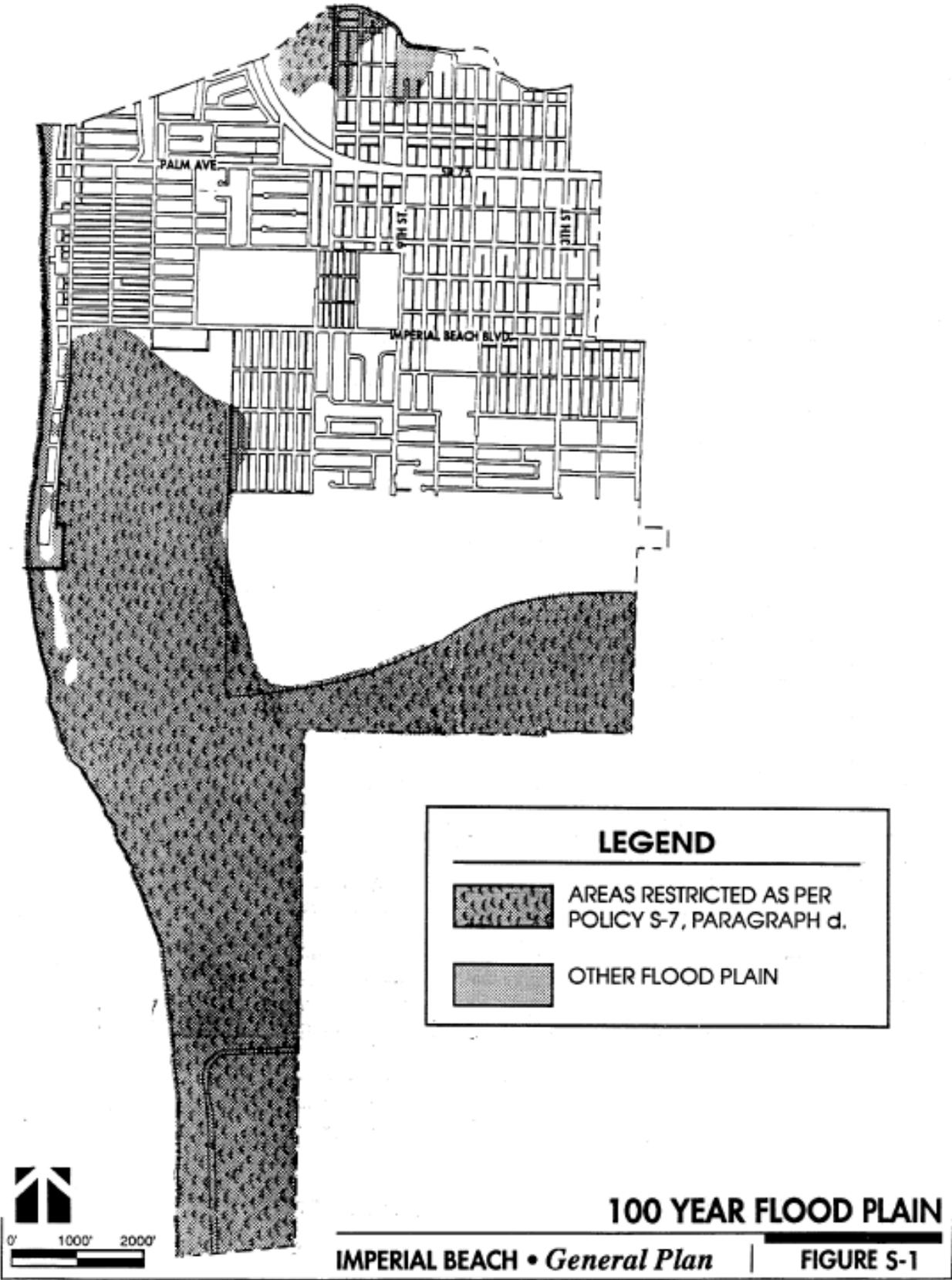
The river crosses the border at a point five miles inland from the Pacific Ocean and flows through the fertile Tijuana River Valley. This valley area is predominantly agricultural open space. At the point where the river approaches the Imperial Beach City limits, it turns into an estuary.

The largest recorded flood on the Tijuana River occurred in 1916. Seven other major floods occurred along the river in 1884, 1889, 1895, 1906, 1921, 1927 and 1937. Since 1936, the present 1,500 cubic feet per second capacity of the Tijuana River channel was exceeded eleven times. While the construction of dams upriver will continue to reduce the incidence of downstream flooding along the river, incidences of flows in excess of 1,500 cubic feet per second can still be expected.

Imperial Beach's flood plain areas are shown in Figure S-1.

Most of the identified 100-year flood plains encompass the estuary. This area has been designated as open space, due in part to its location in a flood plain, and in part to the natural habitat of the area.

Finally, Bayview Elementary is located in an area designated as a flood hazard zone. Extra precaution, in the form of adequate drainage facilities, should be taken to protect this public facility from potential damage.



Geological and Seismic Hazards

1. Local Geology

Imperial Beach's geology is shown in Figure S-2.

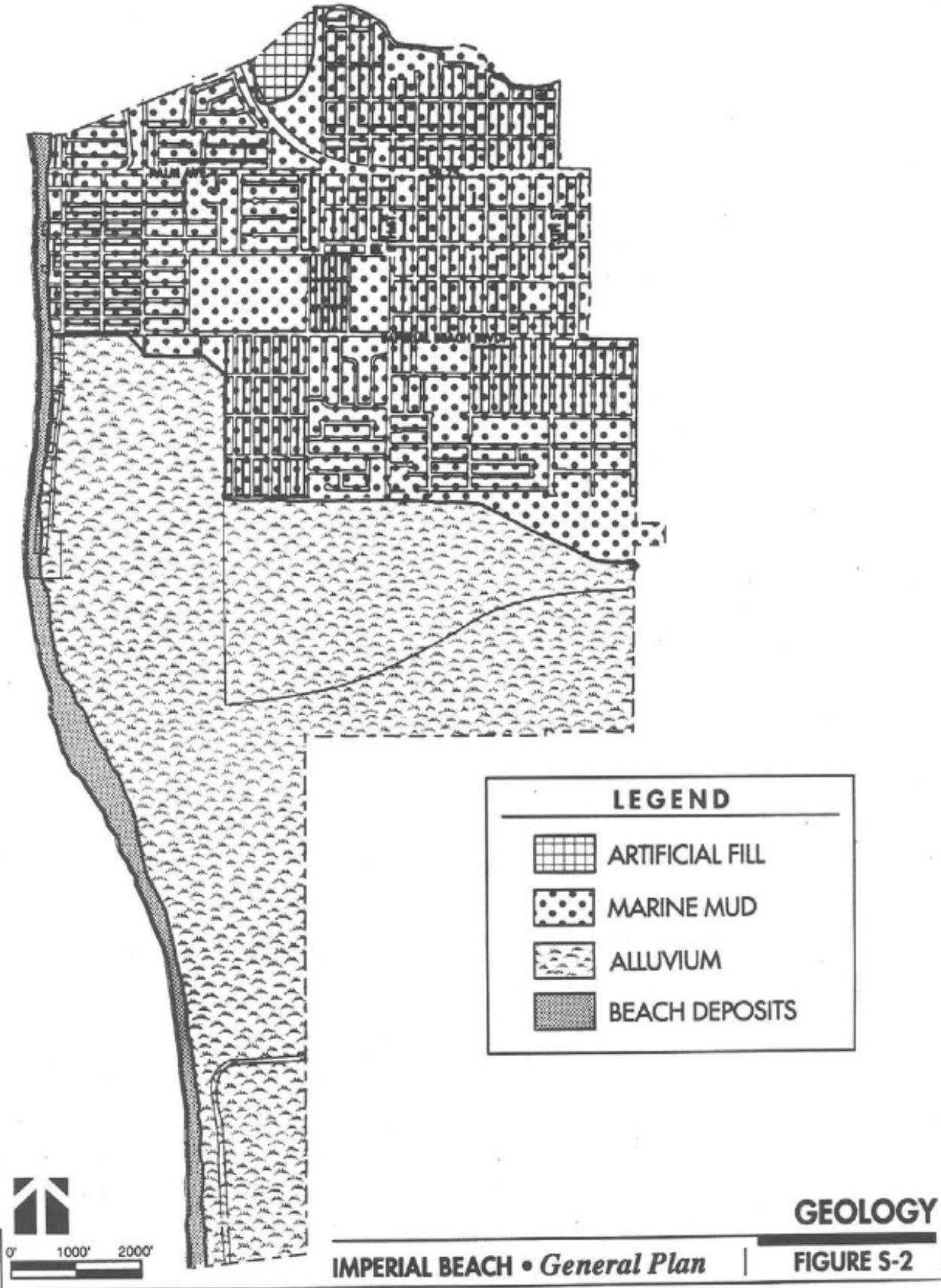
Like most of the South Bay area, Imperial Beach is underlain by the San Diego Formation, a tertiary shallow water marine deposit of Pliocene Age. An important feature of this formation is the fact that it is locally fossiliferous. The formation consists of chiefly dense, easily pulverized, silty, very finely bedded sandstones.

The more recent Quaternary deposits include three general types of material. A narrow strip of beach deposits, whose deposition is mainly caused by ocean currents and wave action, is found along the entire coastline of Imperial Beach. The urbanized area of the City is almost entirely underlain by the Baypoint formation, which consists of recent marine mud. The surface geology of the Tijuana River Estuary consists of alluvial material. This deposition was caused by the Tijuana River's erosive action upstream. The alluvial material consists of layers of sand and gravel, as well as larger stones.

2. Seismic Hazards

Virtually, any land bordering the Pacific Ocean is subject to those effects of the movements of the earth's crust known as earthquakes. Even though Southern California is known for its earthquakes, actual losses to life and property have been small. In fact, these losses have been much less than other areas of the world, which routinely suffer from tornadoes, epidemics, hurricanes or earthquakes. It is generally agreed, however, that the potential for severe earthquake damage does exist, and that local authorities should provide some measure of security against that potential. The purpose of the Safety Element is, therefore, to set forth policies and programs which will help protect life and property from preventable damage due to seismic activity.

Available data indicate there are three major regional zones of faulting within the San Diego Region: (1) The San Jacinto Fault Zone, located in the eastern part of the county, is considered to be a major active branch of the San Andreas fault system, the maximum probable earthquake from this fault is between 7.5 and 7.8 on the Richter scale; (2) The Elsinore fault zone paralleling the San Jacinto fault zone is the largest known active fault in the county of San Diego. It is approximately 135 miles long. The area of most probable activity is between Lake Elsinore and Vallecito Valley, a distance of about 60 miles. The maximum probable earthquake magnitude from this fault is 7.6; and (3) The Rose Canyon fault zone, paralleling the Pacific coastline, is considered to be the possible southeasterly extension of the Newport-Inglewood fault zone, which was the source of the 1933 Long Beach earthquake.



The Sweetwater and LaNacion Faults are located 4 to 6 miles inland from and parallel to the Rose Canyon fault and San Diego Bay. Presumably, they are related to the fault system which created the depression now occupied by San Diego Bay and Mission Bay. These two faults do not appear to have been active in recent time. The LaNacion is the closest fault to Imperial Beach, being located about 2 miles east of the City.

The San Diego region has historically been seismically quiet (less than 4.0 on the Richter scale) although at least 23-recorded epicenters of 2.0 to 3.0 have been recorded since 1948. Historic records in the San Diego region date back 200 years. Of that period, the last 40 years represent accurate technical data. The Elsinore and San Jacinto faults have exhibited enough activity in this century to warrant making statements on their respective degree of activity as follows:

- For the Elsinore fault: one in 60 years at 7.3 magnitude; one in 100 years at a magnitude of 7.6 (maximum credible).
- For the San Jacinto fault: one in 90 years at 7.3; and one in 100 years at 7.8 magnitude (maximum credible). (McEven and Pinckey).

Potential geologic or seismic hazards include the following:

a. Ground Shaking

Ground shaking is the oscillation or vibration of earth materials resulting from an earthquake. It is the most commonly experienced earthquake phenomenon because it may be felt tens or hundreds of miles from the earthquake epicenter.

Assuming there are no known faults within Imperial Beach, and the nearest fault is the LaNacion, located 2 miles east of the City, it can reasonably be predicted that any damage from future earthquakes will be due to local ground shaking originating from a more distant source.

Ground shaking hazards are most likely to occur in areas of Imperial Beach underlain by loose, water-saturated, unconsolidated materials commonly referred to as deposits. The severity and type of ground shaking depends on several factors including: (1) earthquake magnitude and duration; (2) distance from the earthquake's epicenter; (3) local subsurface conditions; and (4) type of construction material used.

In general, much of Imperial Beach lies upon deposits which are poorly consolidated or unconsolidated aggregates of silt, sand and gravel. There is high potential of earthquake damage to structures located on this material.

b. Liquefaction, Lateral Spreading and Differential Compaction

Liquefaction

Resultant ground shaking during an earthquake will tend to compact loose deposits of cohesionless soils. It is generally recognized the higher the groundwater level the greater the shaking. If the soils are saturated, the compaction will result in an increase in the water pressure in the soil. With increased water pressure, the water within the soil will tend to flow upward and may turn the soil deposit into "quicksand" due to loss of shear strength. Flow to the ground surface may be manifested by sand boils and a gradual sinking or differential settlement of structures. Liquefaction of deeper strata may be manifested by ground cracking and lurching. Where soil thicknesses vary or where subsoil conditions are erratic, differential compaction of the soil layers may occur resulting in differential settlement of the ground surface. In extreme cases, buildings could literally sink into the ground.

The results of laboratory tests and investigations of liquefaction sites indicate that uniformly graded materials (those predominantly of one size such as beach sand) are more susceptible to liquefaction than well-graded materials and that, for uniformly graded soils, fine sands tend to liquefy more easily than do coarse sands, graded soils, silts or oil. In addition, loose soil deposits will tend to liquefy more readily than denser deposits and shallower strata, more than deeper strata. Further, intensity of ground shaking and duration of ground shaking play an important role. The longer the duration of strong shaking, the more likely it is that liquefaction will occur. Since the intensity and duration of ground shaking are somewhat proportional to earthquake magnitude, liquefaction is more likely to occur during moderate to strong earthquakes. When it does occur, the effects are severe with extensive damage resulting from shifting, tilting and floating.

It is emphasized that liquefaction potential depends upon many factors; in addition to ground water levels, are factors such as soil type, relative density and the intensity and duration of ground shaking. Due to the structure of the soils and the high water table within the City limits, liquefaction poses the biggest threat of serious damage in the event of moderate or major seismic activity.

Lateral Spreading

Lateral spreading is caused by ground shaking that triggers the movement of soils towards an unsupported surface or slope (not necessarily steep). Extensive damage to buildings can result from the mass flow of land areas, particularly along waterfront areas and on soft, saturated clays.

Differential Settlement

The occurrence of differential settlement has been well documented in many major earthquakes and results from the non-uniform settlement of loose and medium-dense granular soils during ground shaking. Differential settlement

often results in serious structural damage to buildings and underground utilities.

A general lack of available data precludes a detailed evaluation of ground failure hazards in Imperial Beach. A review of the data that have been collected and a review of the history of seismic events in the San Diego region has not revealed any documented instance of ground failure, other than that of landslides. It should not be concluded, however, that ground failure may not occur due to future seismic activity. It is likely that the soil and ground water conditions in the coastal areas, bay margins, and especially the bay fill areas are places for the potential hazards identified above to occur.

c. Fault Displacement

Ground fractures may occur during an earthquake where there are uncompacted soils or an abrupt change in depth of the bedrock beneath the subsoil. Some soils affected by seismic vibrations may be compacted or lurch sideways causing cracks in the ground.

The closest fault to Imperial Beach is the LaNacion Fault, located about 2 miles east (running in a north/south direction) of Imperial Beach. It is not likely, therefore, that extensive fault displacement will occur in Imperial Beach.

Subsidence and Uplift

Subsidence and Uplift often accompany fault movement. Such movement affects harbor levels, the flow of water in canals and tunnels and distorts land survey lines. This phenomena is typically associated with the withdrawal of groundwater or petroleum, with large limestone deposits; with volcanism; or with hydro compaction. None of these constitute a significant problem in Imperial Beach.

d. Groundwater Problems

Because of the presence of the estuary and lands that are periodically inundated, the groundwater level in Imperial Beach is relatively high, less than 25 feet in the urban areas of the City, and as close as eight feet to the surface at Ninth Street and Imperial Beach Boulevard.

The presence of shallow groundwater, in conjunction with other soil parameters, can be of great consequence in terms of ground stability during an earthquake i.e., liquefaction. The largest area subject to this hazard is around the margin of the San Diego Bay.

Studies of recent earthquakes have concluded that some liquefaction has occurred in every major earthquake observed around the world in the past ten to fifteen years.

For liquefaction to potentially occur, three conditions are necessary: 1) generally cohesionless soils, 2) groundwater, and 3) moderate or major earthquake. In Imperial Beach, as in other areas along the Pacific Coast, as well as throughout the world, all three conditions or potential conditions exist in varying degrees.

3. Expansive Soils

An expansive soil is one which will substantially increase in volume when wetted and, because the process is reversible, will shrink when it dries. This is characteristic of cohesive, clay-like soils.

Expansive soils are a common feature and problem throughout Southern California. Not only do direct damage costs amount to many millions of dollars each year (for Southern California), but the damage is usually reflected in lower property values and resulting tax revenues. The problems resulting from expansive soils can be controlled by proper engineering and construction practices. The presence or absence of expansive soils is therefore not considered a critical factor in overall land planning. What is critical is to ensure that proper engineering and construction practices are observed. The City should remain cognizant of the problem. Soils in Imperial Beach are shown in Figure S-3.

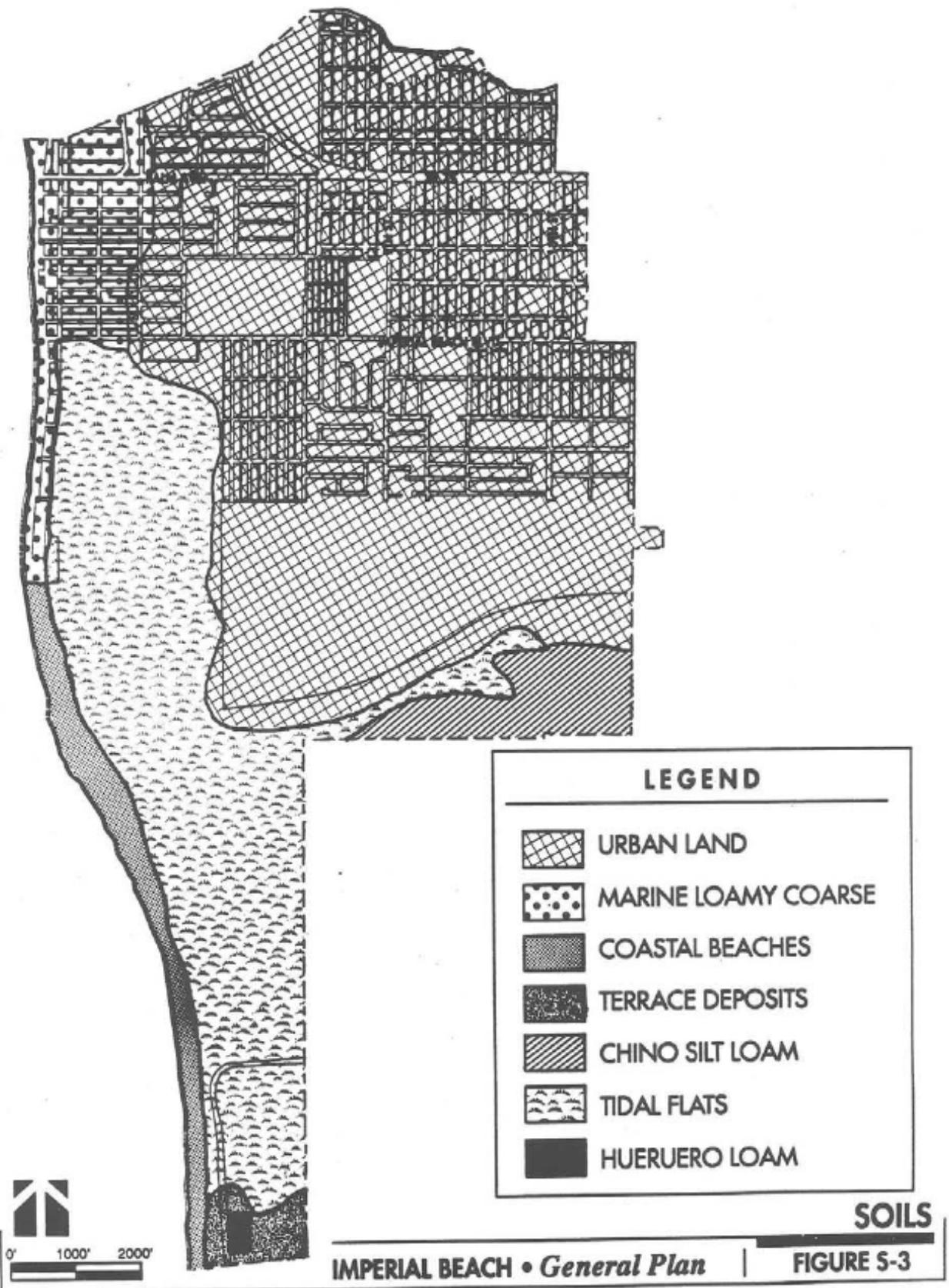
4. Landslides

Since the terrain of Imperial Beach is generally flat, landslides cannot be considered a significant hazard. There are, however, small cliffs within Border Field State Park and at the south end of Seacoast Drive. Limited landslides may occur in these areas during an earthquake of sufficient magnitude.

5. Tsunamis and Seiches

A Tsunami is a sea wave generated by a submarine earthquake, landslide or volcanic action. While the possibility of a major tsunami from either of the latter two events is considered to be extremely remote for Imperial Beach, a tsunami caused by a submarine earthquake is considered possible. Submarine earthquakes are common around the edges of the Pacific Ocean, as well as other areas. Therefore, all of the Pacific Coastal areas are subject to this potential hazard to a greater or lesser degree.

Tsunamis travel across the ocean as powerful, long, but low waves; perhaps 50 miles long and only one or two feet high. Traveling at almost 500 mph in the Pacific, such a wave in the open causes no problems; and, in fact, the slope of the wave front may be imperceptible to a ship at sea. However, as the tsunami waves approach the coastline, they are affected by shallow bottom topography and the configuration of the coastline, which transform the waves into very high, potentially devastating waves. Even if large waves do not occur, strong currents (as high as 40 feet per second) can cause extensive damage.



Even though most of Imperial Beach lies within the category of low-lying shoreline, it is not possible to predict the likelihood or magnitude of a major tsunami. Most experts agree that although possible, it is highly improbable that a damaging tsunami, either locally or distantly generated, would strike the Southern California coast.

Shoreline Protection

The Imperial Beach shoreline is located within the Silver Strand Littoral Cell. The cell, which is a shore and sand accumulation area, extends from Playas de Tijuana, Baja, California Mexico, to the Zuniga Shores area near the ocean entrance to San Diego Bay. Since the mid-1800's, sand migration from the Tijuana river delta and the seacliffs at Playas de Tijuana, along with periodic City beach replenishment projects (which took place from 1941 to 1985) have been the primary source of new beach sand in Imperial Beach. However, in more recent years, the Mexican Government has added to the beach erosion problem by building dams on the Tijuana River Basin, which have trapped approximately 660,000 yards of sand per year. This is sand that normally would have reached the beach if not entrapped by these dams. Because of this, the beach has had to undergo beach replenishment from dredging and an artificial replenishment of the beach. Sand transport in this area of the Pacific Ocean is predominantly to the north, although some material moves to the south. The width of the City's beach has varied greatly over the years with beach erosion and sand loss being particularly evident during the winter storm season.

The Imperial Beach shoreline has undergone erosion for many years but the problem became acute during the winter of 1952-53 when wave erosion caused rapid shoreline retreat and property damage. Winter storms during the next several years continued to cause problems so that local and private interests were forced to install a stone revetment along the shoreline. In 1959, the U.S. Army Corps of Engineers started construction of a system of five stone groins starting at the U.S. Naval Radio Station proceeding southward to a point approximately 400 feet south of Imperial Beach Boulevard. Four groins were eventually constructed, but the compartments between two groins were never completed which caused the destruction of the remaining groins. The ineffectiveness of these groins eventually necessitated further investigations and the development of a new plan.

The Corps of Engineers studied several alternative solutions including fixing the groins system, periodic beach nourishment, and offshore breakwaters. In 1978, the recommended plan was to construct a 5,000-foot offshore-submerged breakwater, extend one of the existing groins, and construct a new groin approximately 600 feet long. In 1985, construction of the breakwater was to start but was halted when courts determined that the Environmental Impact Statement (EIS) did not address all the relevant issues. A revised EIS was never adopted.

During this period, private property owners initiated their own shoreline protection

arrangements. Older buildings developed along the shore without benefit of engineered structures have been previously damaged and will continue to be damaged as the beach recedes. Newer structures have been built with either or both stone revetments or vertical seawalls. These protection devices do not solve the beach replenishment issue and may ultimately fail as the beach slowly recedes.

In 1991, the San Diego Association of Governments (SANDAG) initiated steps to develop comprehensive countywide shoreline protection guidelines to manage the coastal sediment resource and protect coastal property from damage caused by breaking waves and marine flooding. The following goals were followed in preparing these guidelines:

- a. Develop a framework within which all commonly used tactics or methods can be considered.
- b. Develop a description of what specific tactics can and cannot be achieved.
- c. Develop a description of possible adverse effects and ways to reduce or eliminate those adverse effects.

Based on subsequent research SANDAG adopted the plan entitled "Shoreline Preservation Strategy for the San Diego Region" in 1993. The strategy has been accepted by the City of Imperial Beach and all other coastal cities in San Diego County. The goals and policies the City adopted with its acceptance of the SANDAG "Shoreline Preservation Strategy" are incorporated into the General Plan.

GOALS

GOAL 15 SAFETY PROTECTION

The City shall insure the protection of life and property from fire, flood, geologic and seismic related hazards.

GOAL 16 SHORELINE PROTECTION

To manage the City's shoreline in a way which enhances the shoreline environment while also providing recreational opportunities and property protection.

Develop and carry out a cost-effective combination of shoreline management tactics that will have a positive impact on the regions economy and to develop a program to pay for the shoreline management strategy which equitably allocates costs throughout the region, and among local, State and Federal sources.

POLICIES

S-1 Technical Studies

No development should proceed until geo-technical investigations and recommendations are completed concerning potential soils, geologic, seismic and/or flood hazards and to determine which land uses (if any) are appropriate for the site, and to determine what measures could be undertaken to reduce risks to life and property.

S-2 Leave Hazardous Areas Underdeveloped

Developers should be required to leave potentially hazardous areas undeveloped and to leave sufficient open space adjacent thereto to insure public health and safety.

Areas which are suitable for development, yet surrounded by potentially hazardous lands, should be restricted from development due to the danger of complete loss of ingress or egress routes in emergency situations from flooding. An inventory shall be made to identify the location and extent of such areas in the City.

S-3 Floodplains In Open Space

Primary areas subject to flooding are recommended for permanent open space use.

S-4 High Risk Areas

Emergency and critical use facilities (hospitals, schools, etc.) should be restricted from all high-risk areas.

S-5 Construction Near Fault Traces

In the unlikely event that an active fault is determined to exist in the Imperial Beach area, no portion of any habitable structure should be built across the fault and the area 50 feet on either side of the fault should be assumed to contain active branches of the fault until proven otherwise.

S-6 Cliff Top Development

Imperial Beach has few sea cliffs, however for those limited areas in the City where sea cliffs exist, at the time of new development, or recycling of land uses, any buildings should remain at least 50 feet from the top of the cliff. Unless a competent geologist certifies that development any closer will not result in risk to the building in case of a landslide, or in cliff buttressing which violates State Coastal Act policies.

Building plans shall assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that

would substantially alter natural landforms along bluffs and cliffs.

S-7 Flood Control Program

The City should take the necessary action to develop and constantly update an adequate flood control program including:

- a. Construction permits should not be granted in obvious areas of future flooding unless adequate flood protection measures are developed.
- b. Whenever possible, the minimum finished floor level for structures should be above the known or projected flood plain level.
- c. The City should adopt policies to prevent encroachment on existing water courses.
- d. Development shall be restricted to open 100-year floodplain areas that remain uncommitted to development as identified on Figure S- I No permanent structures or filling shall be permitted in the floodplain and only uses compatible with periodic flooding shall be allowed.

S-8 Disaster Preparedness

Imperial Beach and San Diego County actively participate in a program of disaster preparedness and relief for those extraordinary emergency operations of both governmental and nongovernmental groups. Imperial Beach should continue to maintain an Emergency Operations Plan (EOP), which is compatible with, and complimentary to, that of the County.

S-9 Public Education

The City should:

- a. Initiate education programs in lower grades using displays and demonstrations that would expose younger children to the nature and danger of fire. Such programs would tend to replace their natural curiosity with a sense of respect.
- b. Support or sponsor exhibits and presentations in secondary schools which demonstrate the more involved aspects of fire dynamics; i.e., major contributing factors to fire hazard and the relationship of fire to the natural ecology. Encourage parental cooperation and assistance in overall fire education programs.
- c. Develop a public information program to familiarize the citizens of the region with the Public Safety Element. School Districts and agencies which deal with the aged, handicapped and susceptible industries should be encouraged to develop educational programs relative to public safety awareness.

S-10 Regulate Shoreline Land Use and Development

The City should regulate shoreline land use and development by:

- a) Minimizing construction on beaches and in front of seacliffs.
- b) Require setbacks from beaches and low-lying coastal areas.
- c) Regulate sand mining if some were to occur.

S-11 Storm Waves, Flooding and Seacliff Erosion

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, shoreline protection devices and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing principal structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Prior to completion of a comprehensive shoreline protection plan designed for the area, interim protection devices may be allowed provided such devices do not encroach seaward of a string line of similar devices.

New Development fronting on Ocean Boulevard north of Imperial Beach Boulevard shall incorporate an engineered vertical seawall in its design if it is determined that shoreline protection is necessary. Such a seawall shall, except for required toe protection, be located within the private property of the development and shall be sufficient to protect the development from flooding during combined design storm and high tide events. *Public improvements shall be designed to avoid shoreline protection, if possible. Any necessary protection shall be the minimum necessary and shall not extend onto the beach further seaward than the authorized vertical shoreline protection on either side of the access improvements; or, in the absence of contiguous shoreline protection, the alignment cannot extend further seaward than the inland extent of Ocean Boulevard right-of-way. An exception may be made for necessary protection associated with public improvements at the Palm Avenue street end, which may extend seaward a sufficient distance to accommodate a transition to the existing groin. All improvements shall be designed to minimize impacts to shoreline sand supply. [Amended May 5, 1999, by Ordinance No. 99-936]*

Any sand excavated during grading for any permitted development shall be analyzed for suitability for beach nourishment and shall be utilized therefore if found to be suitable.

The City should protect property by:

- a) Creating artificial dunes pursuant to SANDAG technical specifications.

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- b) Developing a coastal shoreline protection device ordinance for the design and construction of seawalls and revetments.
 - c) Developing erosion management measures such as irrigation controls, landscaping ordinances, and other measures suitable to the changing nature of the Imperial Beach shoreline.
 - d) Working in coordination with SANDAG and other coastal cities in developing a regional beach replenishment program and continuing to implement the adopted "Shoreline Preservation Strategy for the San Diego Region".