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THE AVAILABILITY AND ADEQUACY OF PUBLIC FACILITIES IN SOUTH BAY

BACKGROUND

The study area discussed in this report consists of about 4,500 acres of a total 14,000 acres in the City portion of the South Bay area. This sub-area has experienced extensive development in the past several years and still contains land available for potential near-term development in the future. (Shown in Figure 1). The area is bounded by Imperial Beach on the west and future Interstate 805 on the east. Two largely undeveloped areas were excluded from this report for the reasons cited in the following paragraphs:

1. Tia Juana River Valley - Alternate land uses of this area are currently being examined as a part of the review of the Western portion of the Border Area Plan. This Council directed study is being conducted jointly by the City Planning Department and the State Natural Resources Agency. Further the majority of the land involved is subject to inundation and at Council direction is presently being considered by the Planning Commission for the application of revised flood plain zoning.

   Lands lying easterly of I-805 and San Ysidro within the Brown Field Area - This area is substantially vacant and is presently deficient in water, sewer and access facilities. Though an engineering and financial feasibility study

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has been conducted regarding installation of water and sewer facilities by assessment district, the actual construction of these improvements is some years in the future.

Growth Trends Within South Bay Area

During the period between the South Bay annexation in 1957, and 1963, development within the study area consisted of scattered single family subdivision construction generally concentrated:

1. Immediately east of Imperial Beach.
2. North and south of Coronado Avenue east of Interstate 5.
3. The area northeast of Palm Avenue and Beyer Way.

From 1963 through 1969, there was a rapid buildup of single family development in the northeast quadrant of the study area between National Avenue and future I-805. This rapid development (approximately 6,600 dwellings) led to a Council request for a review of the availability of public facilities within that area. This review was offered as a Council report on September 30, 1969 and suggested a number of short and long range programs to improve access and parks within the area. The majority of these recommendations have either been constructed or are programmed in the CIP.

In early 1970, the growth pattern within the area shifted from almost exclusively single family construction to a rapid expansion of multiple family development, as indicated in Figure (2), a large share of which was federally subsidized. This increased emphasis on multiple family construction has continued during the past two years and has led to localized problems principally related to park and school facilities. These problems, together with a review of the availability of other

public facilities and services, are discussed in the following paragraphs.

It is significant to point out in retrospect, that actual development has proceeded in a manner that has been often inconsistent with the broad concepts embodied in the adopted Border Area Plan, most notably with regard to the new village center proposals. In addition, the design quality of residential subdivisions has perpetuated the traditional repititious tract approach prevelant in the 1950's. The result is that the innovative concepts of the adopted Border Area Plan are not feasible for implementation and major revisions are needed particularly in the vacant adjacent areas east of I-805 and west of I-5.

Streets and Access

The majority of the problems related to the streets within the study area results from: 1) The fragmented ownership patterns, and 2) The utilization of the old two-lane road system which was orginally constructed to serve a primarily agricultural area containing only scattered residential development.

The present scheduled development of the major streets and freeways in the study area is shown in Figure 3. With the exception of National Avenue, all major streets and freeways in the study area east of I-5 are constructed, are under construction, or are scheduled for construction. Figure 4 shows the current physical status of each major street and freeway in the area. Adherence to the development schedules will ultimately provide a completed street network, however, a number of specific actions can be taken to alleviate short and long range traffic problems. These are:

1. Expedite the design and right-of-way acquisition for the scheduled improvement of Palm Avenue from I-5 to National Avenue - Until the completion of I-805, the major share of the northbound traffic generated in the area will presumably be carried by I-5. The completion of Palm Avenue will allow a direct connection to this freeway. The project is currently in design and will require substantial right of way acquisition.
2. Complete the remaining portions of Picador Boulevard between Del Sol Boulevard and North Vista Avenue with special emphasis on the portion between North Vista Avenue and Avenida de la Madrid in order to provide paved access to the new school and

parks - Portions of this designated major street are now being accomplished in connection with a subdivision and construction of Smythe School. Completion of the remaining portions will provide a much needed connection between San Ysidro and the area north of Route 75. A more immediate need, however, is that of providing access to the new school, due to open in the fall of 1972, as well as to the adjacent park. To accomplish this,special emphasis should be placed on early completion of the southernmost portion of this project, from North Vista Avenue to Avendia de la Madrid. The construction of this stretch should be incorporated into the North Vista Avenue construction discussed below.

3. Accelerate the scheduled improvement of Beyer Way from Palm Avenue to Main Street which is a City-County Thoroughfare Project - This project is on the City-County Thoroughfare list and the 1972 Capital Improvements Program shows it scheduled for construction in Fiscal 1973-74. The County has, however, allocated money for the joint project in Fiscal 72-73. Acceleration of this construction, along with the improvement of the intersection of Palm Avenue, would greatly facilitiate north bound traffic from the study area and is particularly needed in the interim period until the completion of I-805 to the north.

4. Proceed immediately with the design of improvements for North Vista Avenue - I-805 to Dairy Mart - and reschedule in the 1973-74 CIP for construction soon after July, 1973 - The City

Council approved a 1911 Act petition on this project in April, 1971. The Public Works Department has stated that, due to problems in meeting grades, it is imperative that the at grade crossing at Smythe Avenue (Picador Boulevard) be constructed simultaneously with North Vista Avenue. These two projects along with the improvement of Picador Boulevard from North Vista to Avenida de la Madrid (see #2 above) should be incorporated into one contract and rescheduled into the CIP for construction soon after July, 1973. Such a project would provide: four lane major street access to the north; pedestrian facilities for the recently occupied multi-family units along North Vista Avenue; and paved access to the new school and park for the residents of San Ysidro.

5. Develop a new project to widen National Avenue from North Vista to Main Street to an ultimate four lanes - This is the only major street in the study area east of I-5 that has not been scheduled for construction. It is recommended that a detailed financing and design analysis be undertaken and that it be programmed into the CIP.

6. Work to develop additional improved pedestrian routes in San Ysidro - This community has a highly pedestrian-oriented population. A project is currently in progress which will repair existing curbs and sidewalks in the neighborhood and the Community Planning group is working to identify additional pedestrian needs. A program should be developed to implement the construction of the needed pedestrian facilities once identified.

7. Continue to support the Model Cities funded Streets and Alleys Programs in San Ysidro - Many local streets in the San Ysidro community are unimproved. The Model Cities Streets and Alleys Program is addressing this problem and has the five top priority local streets scheduled for construction in its second action year. Barring right-of-way problems all contracts will have been awarded for these construction projects by the end of this year. Third action year projects are currently in the process of being chosen by the community and this list will be finalized by September. The Public Works Department supports this program by administering design and by processing the construction phases. This support should continue and the projects coordinated with ongoing street improvements in the South Bay.

Parks

Since 1969 the City has acquired 28 additional acres for park sites in the South Bay area bringing the total to 94 acres. Of this about 36 acres are now developed or are scheduled for development during 1972-73. (The projects scheduled are included in the current Legacy of Parks program.) One park site is now in the process of being acquired and several others are proposed for acquisition. Figure 5 shows the locations and the current status of the parks in South Bay.

In the San Ysidro community the following facilities are now or shortly will be completed:

San Ysidro Park and Recreation Center - All planned improvements have now been constructed and due to the small site no further expansion is possible.

Vista Terrace Neighborhood Park - Development of a portion of the site will be completed in the summer and includes a swimming pool. An athletic field has recently been graded on the site and will be developed in the coming year under the Legacy of Parks program.

Larsen Field Sports Complex, south of I-5 - This site is to be initially developed under the Legacy of Parks program in 1972-73.

Additional facilities proposed for the San Ysidro area are:

A five acre Neighborhood Park in the area bounded by I-5, Route 75 and Dairy Mart Road - This area is presently undeveloped and a park site should be reserved when development plans are proposed for the area.

A new Park and Recreation Center - A larger site is needed to replace the very small existing park and recreation center. Acquisition

of the present Border Patrol Detention Facility site has been proposed if and when the Federal government relocates it. The site is adjacent to Vista Terrace park.

A new Neighborhood Park is needed to serve the residents in and around and to the west of Sunset Elementary School, between San Ysidro Boulevard and the Railroad. This park should be acquired and developed as early as possible and is a logical project for the Legacy of Parks program.

In the area between I-5 and future I-805 and north of future Route 75 the following facilities are completed or scheduled for completion in 1972-73:

Waller-Montgomery Park and Recreation Center - Approximately 8 acres of the 60 acre site have been developed to neighborhood park standards. Some athletic fields are being developed jointly with the City and Little Leagues in the area. Additional athletic fields are included in the current Legacy of Parks program.

Silverwing Neighborhood Park - Initial development is scheduled for this year financed by Legacy of Parks, Park Fees, and Capital Outlay Funds.

Additional facilities proposed for this area are:

Completion of Waller-Montgomery Park and Recreation Center - Phased development of this facility to full standards should continue to be scheduled, potentially as Future Legacy of Parks projects.

Acquisition and Development of Neighborhood Park between I-5 and National Avenue - This park need was cited in the 1969 South Bay Report but has not been acquired due to lack of funds. There has been $45,000 in Park fees collected in the area and the site acquired

should be located closer to the higher density housing; alternatively an additional prak should be planned for the area near 27th and Grove.

Acquisition and Development of Neighborhood Park south of Los Altos School (between Del Sol Boulevard and Route 75.) Chula Vista Schools owns the site but has not yet determined whether it will be required for school use. If the site is not needed by the district, the City should consider its acquisition and use for a Neighborhood park.

In the area between I-5 and Imperial Beach the following facilities are completed or shortly will be completed:

South Bay Park and Recreation Center - The park development was recently completed and the Recreation Building is being designed for construction in the next year.

Additional facilities proposed are:

Acquisition and Development of Leon Avenue Neighborhood Park - Acquisition is in progress now using park fees. Development is possible through Legacy of Parks program next year.

In general, it can be said that the City is just now catching up with the fulfillment of park needs in the South Bay area. With the upsurge in multiple-family housing development in the area, there should be a reappraisal of our policies related to location, size and timing of park development in relation to higher density residential development. Consideration should be given to providing additional park facilities in the areas of concentration of such housing. Also, we should examine the possibility of early implementation of these parks because the need is felt sooner due to the short construction time span and concentrated move

in of residents of multiple family type housing. In addition, it is felt that the open space and recreational needs for multiple-family housing are greater than the needs of an equal population housed in single family development because of the effects of concentrating people on a smaller amount of land.

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Schools

Schools in the South Bay Area of the City are provided by three elementary districts and one secondary school district. The current school population from this City area is 8,100 elementary and 5,300 secondary students. Each of these school districts has its own separate and distinct problems in responding to the recent growth in the study area. Figure (6) shows present district boundaries and present and proposed schools.

The South Bay, San Ysidro and Sweetwater districts participate in the State School Building Program, and the recent passage of Proposition 2, a State School Bond Issue, will allow these three districts to continue their respective programs of providing facilities to meet the growing needs of the area.

Chula Vista School District serving mainly the Otay Mesa Area, with its largely single family housing development, has responded to the school needs by placing its four elementary schools on a year-round program (45/15). This has the effect of allowing present school plants to handle a third more students. The district believes that it can handle the school population from that district's portion of the City, if there is no further multiple-family housing development constructed there.

South Bay School District serving the area between Imperial Beach and Otay Mesa currently has four elementary schools in the area operating at capacity. In addition, the District busses some 400 City students from the Otay Mesa area to its schools in Imperial Beach. The district believes that it can cope with additional students by continuing to bus them to other schools in the district which have the room. The district owns two

sites east of I-5 on which it could construct schools to house students that are now bussed elsewhere. However, since the district operates under the State School Building Program it cannot build these schools until the school population justifies it. Therefore, there will invariably be a time lag between the need for a school and its completion, temporarily placing an extra load on other schools in the district (by bussing and/or double sessions.]

San Ysidro School District operates three elementary schools and is currently constructing a fourth in the San Ysidro area, and is presently operating over capacity. Students at two schools are on double session and temporary Kindergarten facilities are in operation in leased facilities. The district anticipates that with the completion of the Smythe Avenue School this fall, double session classes can be eliminated throughout the district, although the new school will not eliminate the need to continue to bus students to other schools in the district. The district also operates under the State School Building Program and would like to inititate construction of still another school on a district-owned site on Avenda de la Madrid, as soon as locally authorized bonds can be sold and sufficient enrollment for the school can be justified to the State.

Sweetwater Union High School District operates one high school and three junior high schools within the City. Facilities are operating over capacity and temporary classrooms (Trailer Units) are being used at two schools until permanent class rooms can be constructed. The district cannot cope with much additional residential growth in the area until such time as an additional high school is constructed west of I-5 near Hollister Avenue and an additional junior high school is constructed in

Imperial Beach to relieve some of the present load at Mar Vista Junior High School in the City of San Diego.

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OTHER PUBLIC FACILITIES

In the course of this review the following public facilities/services were also examined. Figure (5) indicates locations of these facilities, other than Sewer and Water.

Fire

The Fire Department currently operates two fire stations in South Bay, one at Hollister Street and Coronado Avenue west of I-5 and one in San Ysidro east of I-5. All of the presently developed areas of South Bay are well within 6 minutes response time of these two fire stations. In addition there are mutual aid agreements with nearby agencies providing for supplemental fire fighting capabilities should events so warrant.

Police

The Police Department presently operates a Southern Division Substation near the International Border Crossing in San Ysidro in addition to the border check station. Police Service is considered adequate and responsive in the South Bay Area. Beat areas are periodically evaluated and revised to maintain coverage.

Library

The San Ysidro Branch is currently the only permanent library operated by the City in South Bay. This branch circulated 15,560 volumes on a three-day-a-week basis last year. The library is now open 32 hours a week and circulation should expand to 25,000 volumes. Also the branch now has a bilingual staff capability.

In addition to the San Ysidro Branch, the Library provides bookmobile service at five locations in the South Bay. The librarian is studying the possibility of leasing space in the Otay Mesa area to provide temporary

library facilities there. The Library Commission has recommended that a regional size library should ultimately be located in the South Bay Area. With recent expansion of the Serra Regional Library System, residents of the South Bay Area are now able to use nearby libraries in Imperial Beach and Chula Vists.

Sewer and Water Facilities

The existing sewer and water facilities in the South Bay area are, in general, adequate to serve the needs of the present population and future growth in the study area. A few facilities may have to be enlarged or replaced but no major installations are necessary to serve the presently developing area. However, major installation and extension of sewer and water lines would be necessary before the presently undeveloped portions of the South Bay area could be served.

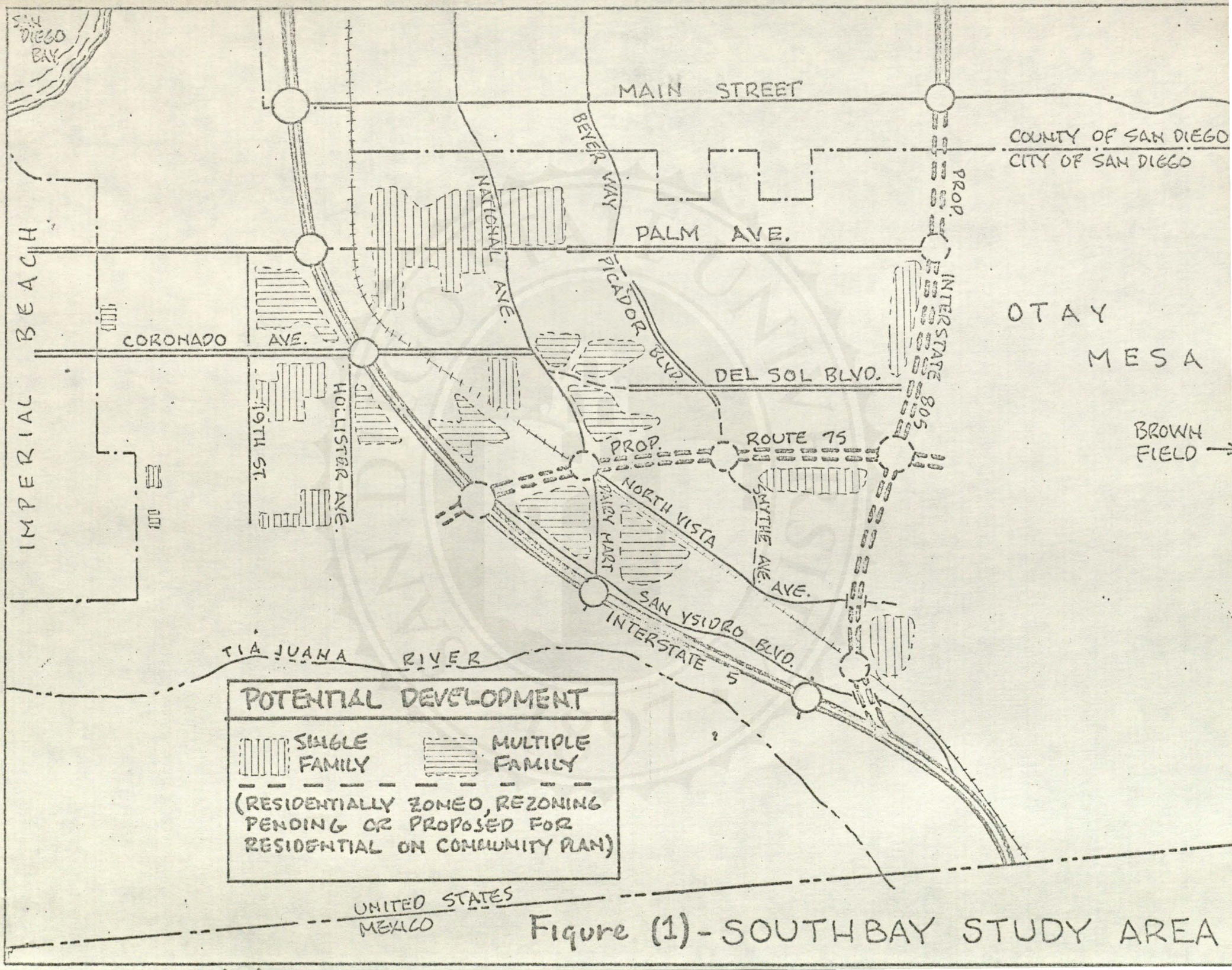


Figure (1) - SOUTHBAY STUDY AREA

DWELLING UNITS CONSTRUCTED PER YEAR
IN THE SOUTH BAY AREA

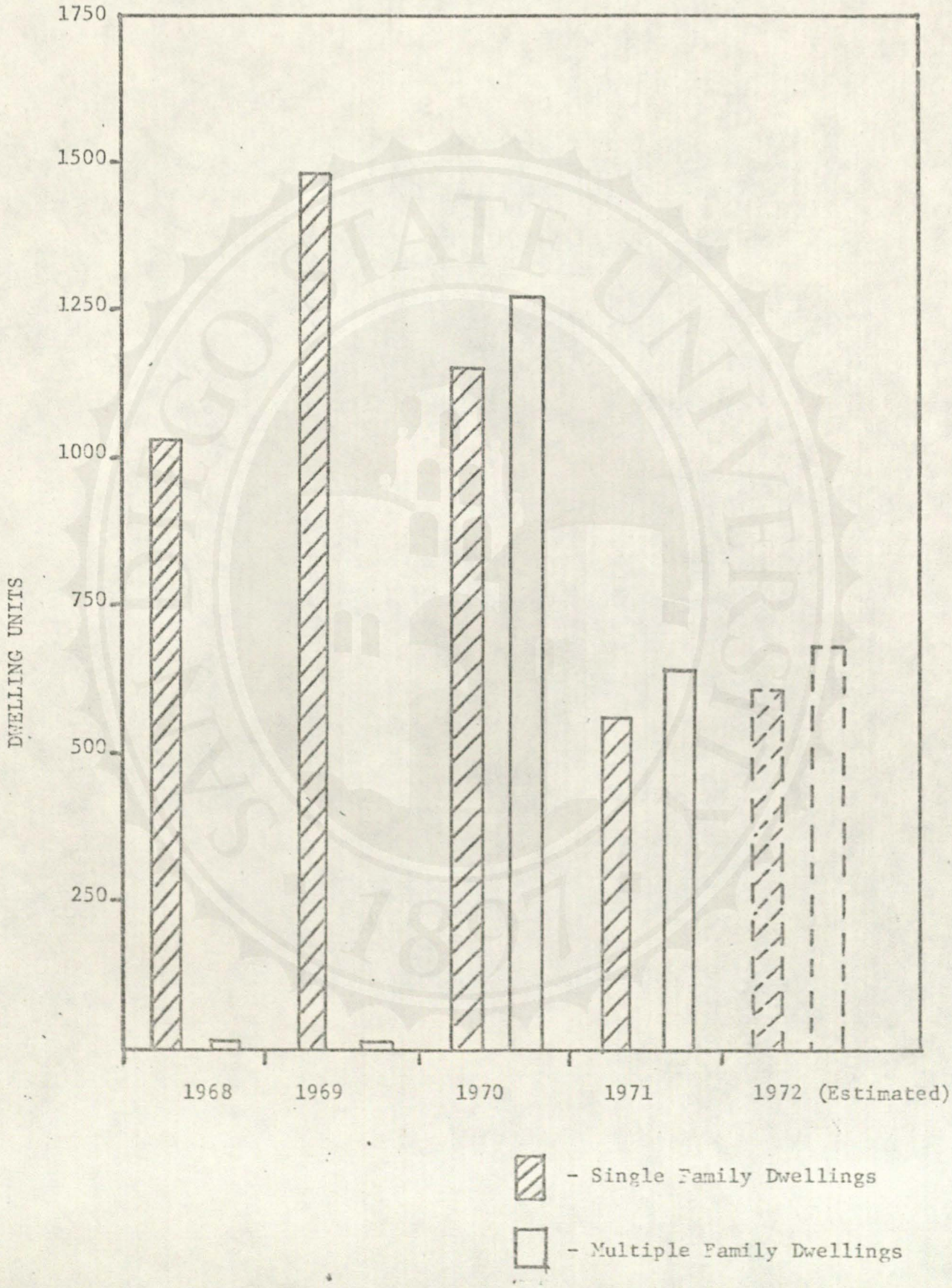


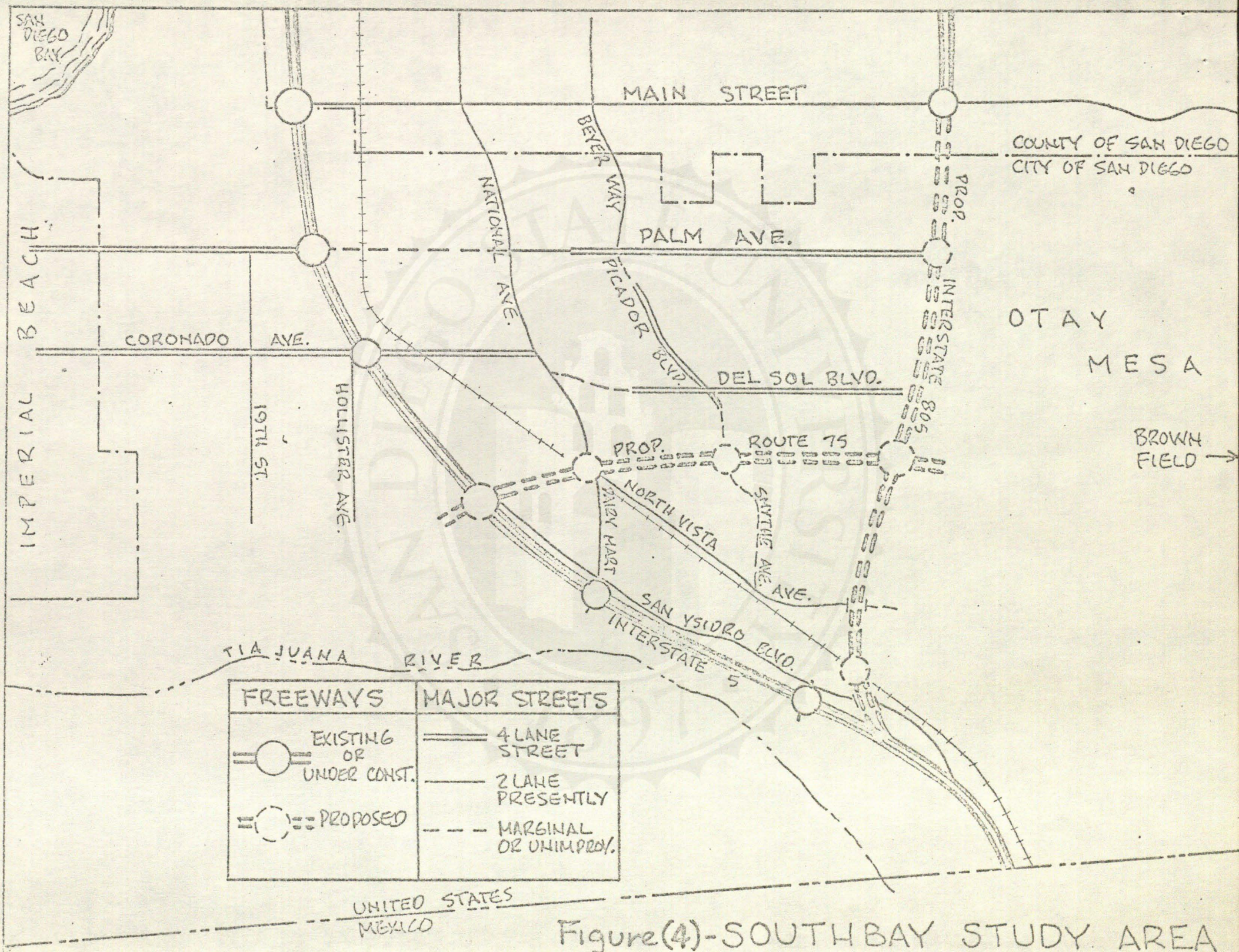
Figure (2)

SOUTH BAY STREETS AND HIGHWAYS STATUS

FACILITY	1972	1973	1974	1975	1976	1977	1978
FREEWAYS:							
I-5 - Border to Sycamore	Construct						
- Sycamore to Palm Ave.	Construct						
- Palm Ave. to "E" Street	Construct						
I-805-Main to I-5		Construct					
- Main Street North to City of San Diego		Construct					
Rte 75 - I-5 to I-805	Design					Construct Note 1	
MAJOR STREETS:							
Beyer Way - Palm Ave. to Main St.		Design	Construct Note 2				
Dairy Mart - San Ysidro Blvd to No. Vista			Design		Construct		
Del Sol Blvd - I-805/Beyer		Design	Construct				
North Vista Ave - I-805/Dairy Mart				Design	Construct		
Palm Ave - I-5/National Ave.		Design	Construct				
Picador Blvd - Del Sol/S. Vista		Design		Construct			
San Ysidro Blvd - Dairy Mart Rd to I-5		Design		Construct			

NOTE 1 *Budgeted for 77-78 but could start anytime after 7/72 if other funds become available
NOTE 2 City-County "Thoroughfares" Program Project

Figure (3)



Figure(4)-SOUTHBAY STUDY AREA

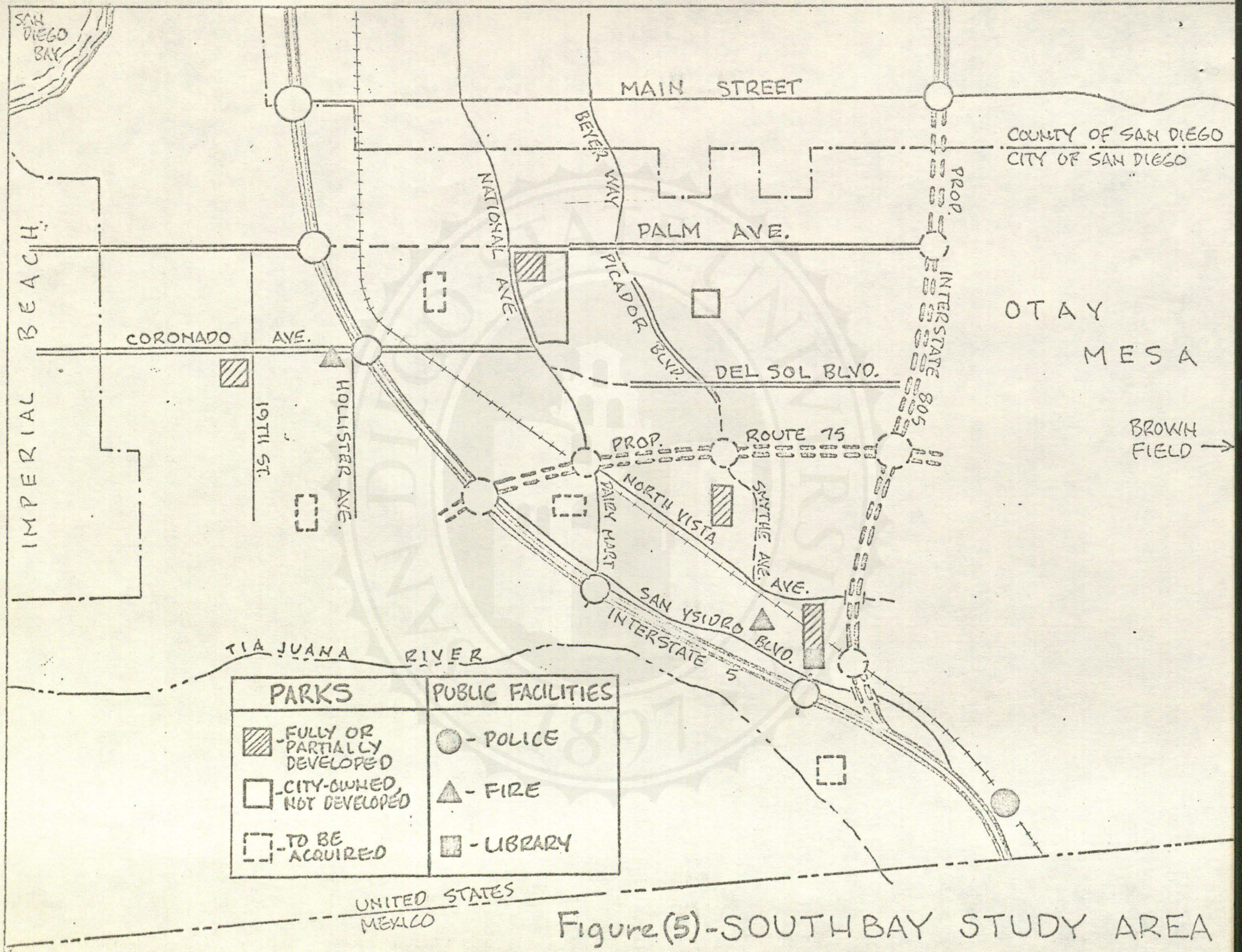


Figure (5) - SOUTHBAY STUDY AREA

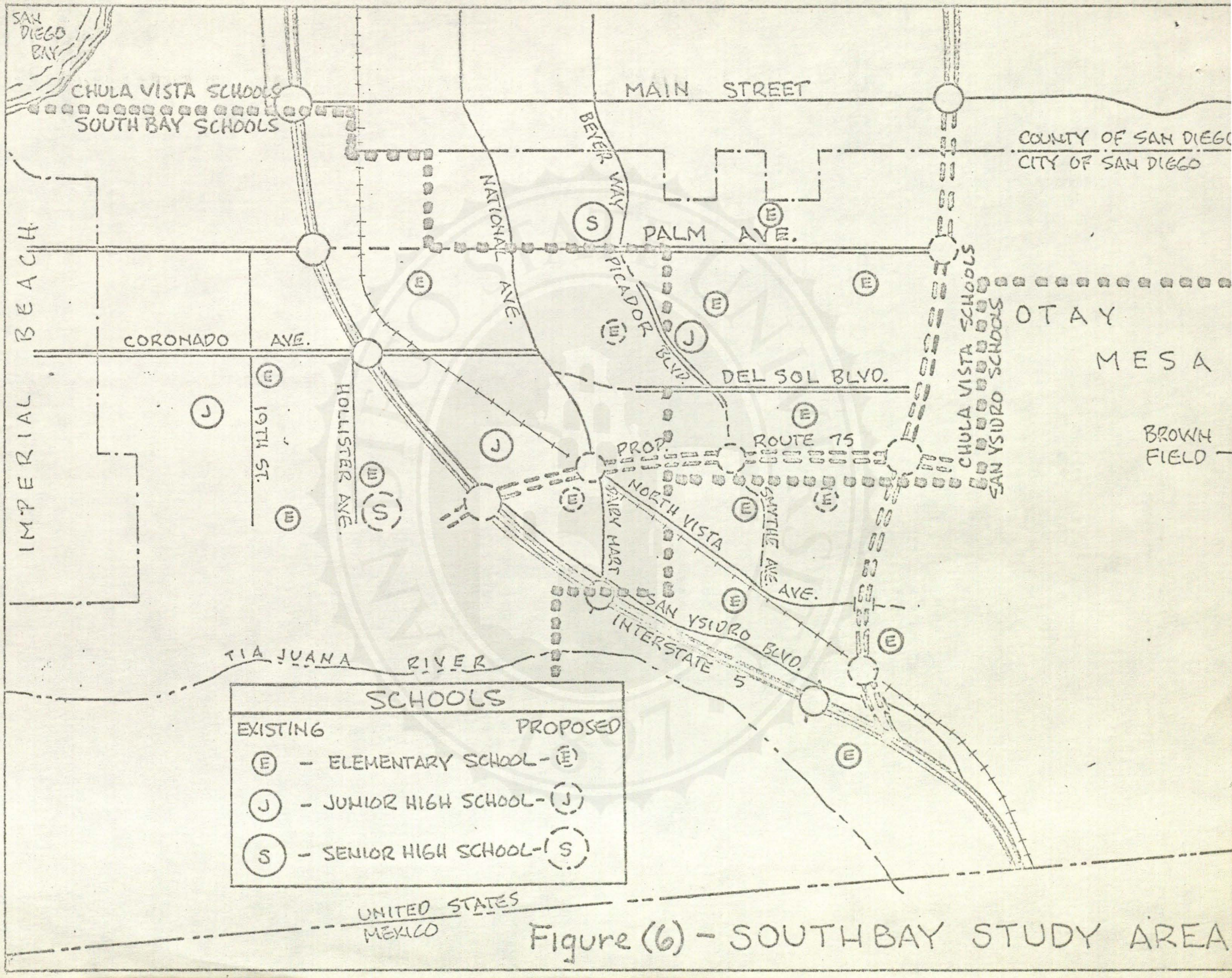


Figure (6) - SOUTH BAY STUDY AREA