

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
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Long Beach, CA 90802-4302
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Filed: 04-17-97
49th Day: 06-06-97
180th Day: 10-14-97
Staff: RMR-LB
Staff Report: May 14, 1997
Hearing Date: June 10-13, 1997
Commission Action:

STAFF REPORT: REGULAR CALENDAR

APPLICATION NO.: 5-97-086

APPLICANT: City of San Clemente

AGENT: Lynn Hughes

PROJECT LOCATION: San Clemente Pier, 611 Avenida Presidio, San Clemente
Orange County

PROJECT DESCRIPTION: New pier concession area including a 740 square foot food service building with no interior seating and 744 square feet of new deck with tables and 70 seats on the south building and a 360 square foot beach recreation-related rental shop, 360 square foot gift shop and 352 square feet of new deck with tables and 30 seats on the north building. Seven new pilings are required for the south building development. Existing 800 square foot concession building landward of the pier in the railroad right-of-way will be vacated by the City (the current lessee).

Lot Area	NA
Building Coverage	NA
Pavement Coverage	NA
Landscape Coverage	NA
Parking Spaces	NA
Zoning	NA
Plan Designation	OS1
Project Density	NA
Ht abv fin grade	NA

LOCAL APPROVALS RECEIVED: Approval in concept from the City of San Clemente

SUBSTANTIVE FILE DOCUMENTS: City of San Clemente Certified Land Use Plan, Coastal Development Permits (all City of San Clemente) 5-97-087, 5-92-012A, 5-92-012, 5-92-470, 5-90-1120, 5-90-777, 5-86-793, 5-84-534, 5-83-739, 5-83-249, 5-82-773, 5-82-205A and 5-82-205.

SUMMARY OF STAFF RECOMMENDATION:

The staff recommends approval of the proposed development with a special condition regarding parking requirements for the proposed development and new seating.

SUMMARY OF UNRESOLVED ISSUES

The issue of whether parking is required by the new development is an unresolved issue. The City maintains that no parking should be required for the 2,204 square feet of development which includes a fast food concession (740 sq. ft.) with 100 seats and 1,096 square feet of new deck, a beach-related recreation rental shop (360 square feet), and a gift shop (360 square feet). Staff is recommending that a total of 25 parking spaces be required for the fast food concession seating and 2 parking spaces be required for the 360 square foot gift shop. No parking is being recommended by staff for the 360 square foot beach recreation-related rental shop. The City asserts that the seating associated with the fast food concession will be primarily used by beach-goers and thus does not require parking.

Staff contends that the proposed food concession is no longer geared primarily toward people already on the beach because the new concession is no longer located at the beach sand level. It will now be located on the pier platform, adjacent to an existing full service restaurant and bar. The outdoor seating for the new food concession has also been increased from 18 seats to 100 seats. Staff believes that while some beach goers will patronize the fast food concession, others will travel to the pier for a quick lunch or snack and therefore create a parking demand. In addition, the new deck seating (30 seats) on the north building is located immediately adjacent to the oyster bar, not the fast food concession. These seats will be used primarily by patrons of the oyster bar.

Finally, the proposed development, in various combinations, has been previously approved by the Commission several times. In each of the previous approvals the Commission has required that parking be provided (see section B of this staff report). Additionally, the Commission has required other retail and commercial development in the Pier Bowl to supply parking for new development.

STAFF RECOMMENDATION:

Staff recommends that the Commission adopt the following resolution:

I. Approval with Conditions

The Commission hereby grants, subject to the conditions below, a permit for the proposed development on the grounds that the development, as conditioned, will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976, will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3 of the Coastal Act, is located between the sea and first public road nearest the shoreline and is in conformance with the public access and public recreation policies of Chapter 3 of the Coastal Act, and will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act.

II. Standard Conditions

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.

2. Expiration. If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Compliance. All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to any special conditions set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.
4. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
5. Inspections. The Commission staff shall be allowed to inspect the site and the project during its development, subject to 24-hour advance notice.
6. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
7. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. Special Conditions

1. Parking Requirement

Prior to the issuance of the coastal development permit, the applicant shall submit revised plans, for the review and approval of the Executive Director, showing the 27 spaces required by this permit. Any parking to be satisfied through the use of credits for existing surplus parking must also be accompanied by written evidence, subject to the review and approval of the Executive Director, that the proposed spaces are within a reasonable distance of the project site and that the spaces are not being used to satisfy the parking demand of other development.

2. Restriping of the Pier Bowl Parking Lot

If some or all of the required parking spaces are to be provided by the restriping of the public Pier Bowl parking lot, a separate coastal development permit shall be obtained prior to commencement of the restriping.

3. Food Concession Building

The 740 square foot food service concession building approved in this permit is for take-out food service only. There shall be no patron seating provided within the structure.

IV. Findings and Declarations

The Commission hereby finds and declares:

A. Project Description

The San Clemente Pier is a major coastal access and recreation point in the City of San Clemente. There is on-street metered parking and a municipal parking lot located in the Pier Bowl area and visitors gain access to the pier via the sandy beach or a railroad track underpass. The San Clemente Pier has a central boardwalk with a north building complex and a south building complex (see Exhibit 2). There is an existing bar, associated with the Fisherman's Restaurant on the north building and an existing restaurant (the Fisherman's Restaurant) occupying the south building.

The City of San Clemente is the owner of the pier and leases space to the restaurant lessee. New base of the pier concessions include a 740 square foot food service and 744 square feet of new deck with tables and 70 seats on the south building and a 360 square foot beach-related rental shop, 360 square foot gift shop and 352 square feet of new deck with tables and 30 seats on the north building (see Exhibits 3-6). Seven new pilings are required for the south building development.

There is an existing 800 square foot fast food concession building located just inland of the pier in the railroad right-of-way (see Exhibit 2). Associated with this concession are six (6) picnic tables with seating for approximately 18. There are no known plans for the existing concession building which the City will abandon, however, the seating will remain. The existing fast food concession is only open during the summer months and some weekends during the year. The proposed food concession will be open all year.

The San Clemente Pier is identified as one of the five primary coastal access points in the City of San Clemente. These five points are: the Pier Bowl, North Beach, Linda Lane, the "T" St. overpass and San Clemente State Beach. The Pier Bowl contains a municipal parking lot, a retail area along Avenida Victoria, a residential area inland, and the Pier itself.

B. Project History

The San Clemente Pier has an extensive permit history. The most recent permit approved by the Commission for the pier (May 1997) was Coastal Development Permit 5-97-087 (City of San Clemente) for a 570 square foot oyster bar and six new pilings on the south building, and a 765 square foot fish market on the north building. The project was approved with special conditions regarding provision of revised oyster bar plans showing the number of seats, and a State Lands Commission condition to determine if the project involves public trust lands.

Coastal Development Permit 5-92-012 included the expansion and relocation of the base of the pier beach concession from the Santa Fe Railroad right-of-way to City Property, construction of an oyster bar, fish market, gift shop, beach rental shop and new deck and seating. The improvements would have added an 800 square foot fish market, 720 square foot food service, and 744 square feet of new deck to the south building. The improvements would have added a 360 square foot beach rental shop, 360 square foot gift shop, 396 square foot deck expansion for the oyster bar, and a 352 square foot deck and seating area to the north building.

CDP 5-92-012 was approved with special conditions regarding public access/parking, public use signs, and State Lands Commission approval. The parking special condition required that 22 parking spaces be provided. The permit was later amended (5-92-012A) to allow the City to get credit for 4 of 8 newly constructed parking spaces in the North Alameda lot (5-92-470) and 9 parking spaces in the Marine Safety Headquarters. The parking spaces in the Marine Safety Headquarters were existing spaces which formerly were not allowed to be used by lifeguards and City staff by City Council resolution. However, in 1992 the City Council passed a resolution allowing more city employees to park in the Marine Safety parking area instead of in the Pier Bowl parking lot. The permit was extended once and then expired.

Coastal Development Permit 5-90-777 was approved by the Commission for a 1,710 square foot addition of exterior deck and interior kitchen to the existing 7,951 square foot pier and restaurant facility. The project would have added 56 seats. This project was approved with a parking condition requiring the provision of 14 spaces within 300 feet of the development. The applicants arrived at the hearing after the project had been approved by the Commission. Because the applicants wanted to object to the parking condition, the Commission agreed to reschedule the project at the next available hearing. The project was heard and approved as CDP 5-90-1120, without the parking condition. The applicants had requested that they be able to add approximately 14 parking spaces in the Pier Bowl, Linda Lane and North Beach parking lots with minor curb, gutter and restriping work. Staff concurred with this request and the special condition requiring parking was deleted from the staff report because the project description was modified to include the provision of parking to support the development.

The development proposed in CDP 5-90-1120 would have expanded the deck areas ten feet on three sides and resulted in a 20% increase in seating capacity. Under past permit action the Commission determined that the ratio of parking spaces to seating was one space for each four seats. This was the ratio that was applied to coastal development permit 5-90-1120. A total of 14 parking spaces were required and were to be provided by restriping of the Linda Lane Municipal Parking Lot. The permit was approved by the Commission in January of 1990. A Coastal Development Permit was issued and the permit has been extended each year since the initial two-year expiration date. The development has not yet been constructed.

In 1986, the Commission approved Permit no. 5-86-793 for a 40% increase in seats from 305 to 419 and the addition of approximately 680 square feet of storage/refrigeration/food preparation area, windscreens along new outside decks and pilings to support the extended deck and kitchen areas. This permit had a special condition that the City must provide 28 parking spaces. Although the City later came in for an amendment to the permit, reducing the number of seats and thus reducing the number of required parking spaces, the special condition was not satisfied and the permit expired following the two-year expiration date.

In January 1983, the Commission approved a permit for the removal and replacement of approximately 15 pier pilings and a portion of the decking on the pier because of dry rot (5-82-773). In June 1983, the Commission approved a permit (5-83-249) for the reconstruction of approximately 400 feet of the pier which had been damaged during the 1983 winter storms. The Commission approved Phase II (5-83-739) of the pier reconstruction in October 1983 and

Phase III (5-84-534) in September 1984. Phase II involved the reconstruction of approximately 256 square feet of the pier. Phase III involved the reconstruction of a 420 square foot area of the pier and included the reconstruction of several 20 foot wide "fishing bays" along the pier.

In 1982 the Commission approved permit 5-82-205 (City of San Clemente) for the remodel and conversion of an existing private boat club to the pier restaurant (Fisherman's Restaurant). The restaurant was approved for 305 seats, 108 indoor seats and 197 outdoor seats. The remodel included the construction of two exterior decks around the two existing structures. The Commission conditioned approval of the permit as follows: 1) that the applicant agree in writing that use of the restaurant by beach visitors would be encouraged; 2) that bicycle racks for 40 bicycles be provided in the area; 3) the applicant submit evidence of a "binding agreement" which assures the availability of 16 spaces in the parking lot of the Casa Romantica Restaurant for use by employees of the proposed restaurant. The Commission later approved an amendment to the permit (5-82-205A) which replaced special condition 3 with a condition requiring the applicant to restripe the Pier Bowl public parking lot to provide 43 additional parking spaces. The permit was issued on 1-20-83 and the development was undertaken.

C. Public Access/Parking

Sections 30210, 30211, and 30252 of the Coastal Act apply to public access and recreational opportunities, including the provision of parking for new development.

Section 30210 of the Coastal Act states:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211 of the Coastal Act states:

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30211 of the Coastal Act states:

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby

coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development. (emphasis added)

The provision of adequate parking in areas adjacent to the beach is important because it directly effects the ability of the general public to gain access to the shoreline. Limiting the availability of public parking can also limit the public's ability to access public trust lands on the beach and in the water. One aim in requiring that sufficient parking is included in new development is to ensure that parking for beach access will not be hindered or otherwise adversely impacted by the new development. The access and recreation policies of the Coastal Act call for the protection of public access to the beach and the preservation of oceanfront lands for recreational uses which support public access.

The Fisherman's Restaurant and San Clemente Pier are a unique coastal resource and a regional as well as local attraction. Parking studies in the City of San Clemente were conducted in 1988 and 1995. Both parking studies found that parking was a problem in the Pier Bowl during the peak beach-use summer months. The 1988 parking study found that:

The current parking situation is well under capacity in all locations during winter and spring months. Parking is above capacity (85% average at all locations) on summer weekends and holidays, and 44% over capacity at the five most popular locations. Summer weekday capacity varies. Larger parking areas such as North Beach, the Pier Bowl, T-Street and Calafia are about at capacity. Smaller parking areas, such as Dije Court, Escalones, and Calle de los Alamos, are at or above capacity.

The 1995 Parking Needs Assessment was compiled in 1995. In reference to the Pier Bowl the study recommends:

No waiver should be permitted in the Pier Bowl. Accordingly, we suggest that all new developments in the Pier Bowl area supply parking in accordance with the reduced parking requirements described in Section 8. (emphasis added)

The parking study recommended revised parking standards. The City will submit these parking standards in the implementation plan portion of their Local Coastal program. Although approved by the City these standards have not been reviewed or approved by the Commission. Therefore, in keeping with past Commission actions, the parking requirement for restaurant seating remains 1 parking space per 4 restaurant seats.

In its 1982 review of the conversion of the boat club to restaurant use, the Commission found it appropriate to use the City's parking standards as the basis for estimating the parking demand generated by the project and has used the City's standard in all subsequent actions on the subject restaurant. The City's parking standard for restaurant use is one space for each four seats. The Commission's parking guidelines recommend one space for each 50 square feet of service area.

The proposed improvements for the new base of the pier concession include a 740 square foot food service and 744 square feet of new deck with tables and 70 seats on the south building and a 360 square foot beach-related rental

shop, 360 square foot gift shop and 352 square feet of new deck with tables and 30 seats on the north building. Seven new pilings are required for the south building development. The applicant has submitted plans showing that the 1,096 square feet of new deck area will accommodate 100 seats.

The parking requirements for the proposed development break down as follows:

Gift Shop	360 sq. ft.	1 space per 225 sq. ft.	2 spaces
Beach Rental	360 sq. ft.	no parking required	
Food Service	740 sq. ft.	no seating	
Deck	100 seats	1 space per 4 seats	<u>25 spaces</u>
		total:	27 spaces

No parking was required for the beach recreation-related rental shop in coastal development permit 5-92-012. Items to be rented, such as umbrellas, boogie boards, chairs, etc., would be directed toward beach users and would not be used except by persons on the beach. There is no patron seating in the fast food concession building interior. Seating for the concession is located in the 70 seats on the proposed new deck. In previous permits for development on the San Clemente Pier the Commission has used the City standard of providing one parking space for each four seats for restaurants, and not the Commission guidelines for 1 space for each 50 square feet. No parking was required for the fast food concession building in Coastal Development Permit 5-92-012. Therefore, because the proposed food service does not include interior seating, no parking is required. However, parking is required for the 18 tables and 70 seats on the deck adjacent to the concession and the 8 tables and 30 seats on the north building.

The 1,096 square feet of deck with its 100 new seats will require 25 parking spaces. The gift shop will require 2 parking spaces. The beach recreation-related rental shop does not require any parking, nor does the actual food concession building. Therefore, the total parking demand generated by the new development is 27 parking spaces.

The City of San Clemente is maintaining that the new development will not increase parking demand and therefore no additional parking should be required. The City maintains that the food concession improvements cater to the beach-going public, that the new concession is a replacement for the existing base of the pier concession, and that the development will provide additional seating for beach-goers (see Exhibit 7). The City contends that the fast food concession is not physically connected with the regular restaurant seating and that the primary users will be beach-going patrons. The City states that there is no dress code requirement for the fast food concession and that patrons can enter in bare feet and bathing suits.

Staff acknowledges that the concession will be utilized by some beach-going persons. However, staff asserts that the concession will also be utilized by non-beach-visiting patrons who go to the pier for a quick lunch or snack. Staff asserts that the fast food concession can be a destination point as is the restaurant. In this instance, people going exclusively to eat will displace parking otherwise used by beach-going people. Staff also points out that the 30 seats on the north building are physically adjacent to the oyster bar on the opposite side of the pier from the proposed fast food building.

Additionally, the proposed fast food concession improvements represent an intensification of use. Where formerly there were 6 tables with approximately seating for 18 there are now 38 tables with seating for 100. Where formerly the concession would be open only in the summer and on select weekends, it is proposed to be open year-round. It is therefore reasonable to expect that more non-beach patrons will utilize the food concession and seating than will beach patrons who may opt to sit at the tables or may return with their purchases to the beach. Additionally, there is a shift in location of the concession. The existing food concession is located inland at beach level and is not situated on the pier itself (see Exhibit 2). The proposed food concession will be situated on the pier platform. Finally, although the existing food concession will be abandoned by the City, the structure is not being demolished and the 18 seats will remain. Another tenant could occupy the concession without obtaining a CDP. Therefore, the new concession is not replacing the existing one.

The Commission has consistently permitted commercial uses at beach destination points as long as the commercial development does not have an adverse impact on beach parking or insofar as the parking impacts are mitigated. However, the primary focus of the Commission is in keeping with the Chapter 3 policies of the Coastal Act concerning maximizing public access to the shore. More specifically, the Commission has consistently acted affirmatively numerous times to permit commercial development and expansion of development on the San Clemente Pier conditioned upon the provision of public parking (see project history section for more details). The Commission, in fact, approved an almost identical project (5-92-012 and 5-92-012A) with a special condition that 22 parking spaces be provided.

There is an existing 800 square foot concession located landward of the pier at the beach level. This existing concession is operated on a limited basis (summers and some weekends), with limited seating (6 tables). This existing development is also physically separate from the pier and its restaurant facilities. The proposed fast food concession represents an intensification of development in that it is providing 38 tables with seating for 100 people. The development will also be shifted from beach level to the pier itself.

In CDP 5-92-012A the Commission agreed to give credit to the City of San Clemente for 4 parking spaces in the North Alameda parking lot and 9 parking spaces in the Marine Safety Headquarters building. The North Alameda parking lot was permitted under a separate permit and constructed. The parking spaces in the Marine Safety Headquarters are existing and were freed up by a vote of the City Council allowing lifeguards and other city personnel to park there as opposed to utilizing public parking in the Pier Bowl.

However, coastal development permit 5-92-012 and 5-92-012A have expired and therefore those parking spaces mentioned above are also not committed to the now expired development project. If the City demonstrates that these spaces have not been used to support other development, they may be used to partially satisfy the parking requirement for this development.

Another potential source of parking credits that was identified for CDP 5-92-012A to satisfy the parking special condition was the restriping of the Pier Bowl. The Coastal Commission has not issued a permit for the restriping of the Pier Bowl municipal parking lot, the restriping has not been done, and therefore no parking credits have been established.

Finally, the Commission approved CDP 5-97-087 for associated development on the Pier. This development may result in the creation of parking credits, depending upon the seating plan submitted to the Executive Director as condition compliance for the oyster bar. Any parking space surplus generated by CDP 5-97-087 could also be available for use as parking credits.

The San Clemente Pier is located on the ocean between the sea and the first public road. The San Clemente Pier is wholly owned by the City of San Clemente and is open to the public at large. The Fisherman's Restaurant is a lessee of the City of San Clemente. The proposed development will not have an adverse impact on public access to the San Clemente Pier and will, in fact, increase its attractiveness and usefulness to the general public.

This staff report has 3 special conditions regarding parking. The first parking requirement condition states how many parking spaces are required by the new development. The second special condition states that if the City proposes to satisfy some of the parking requirement by restriping the Pier Bowl parking lot, then a CDP is required for that action. The third special condition makes it clear that no seating is permitted within the concession building which would result in further intensification of commercial use without providing the supporting parking. Compliance with these special conditions will ensure that the proposed development does not have any adverse impacts on public parking and thus public access to the Pier and shoreline. Therefore, the Commission finds that the proposed development, as conditioned, is in conformance with Sections 30210, 30211, and 30252 of the Coastal Act.

Previous permits (5-97-087 and 5-92-012) have included a special condition requiring a State Lands determination that the proposed development does or does not involve state lands. In conformance with a special condition of CDP 5-97-087 the State Lands Commission submitted a letter stating that the development will not occur on State Lands administered by the State Lands Commission. The development proposed in 5-97-086 occurs landward of the development proposed in CDP 5-97-087 and is therefore, not subject to State Lands Commission jurisdiction.

D. Local Coastal Program

Section 30604(a) of the Coastal Act provides that the Commission shall issue a coastal permit only if the project will not prejudice the ability of the local government having jurisdiction to prepare a Local Coastal Program which conforms with Chapter 3 policies of the Coastal Act.

The Commission certified the Land Use Plan for the City of San Clemente on May 11, 1988 and certified a major amendment approved in October 1995. As conditioned the proposed development is consistent with the policies contained in the certified Land Use Plan. Therefore, approval of the proposed development will not prejudice the City's ability to prepare a Local Coastal Program for San Clemente that is consistent with the Chapter 3 policies of the Coastal Act as required by Section 30604(a).

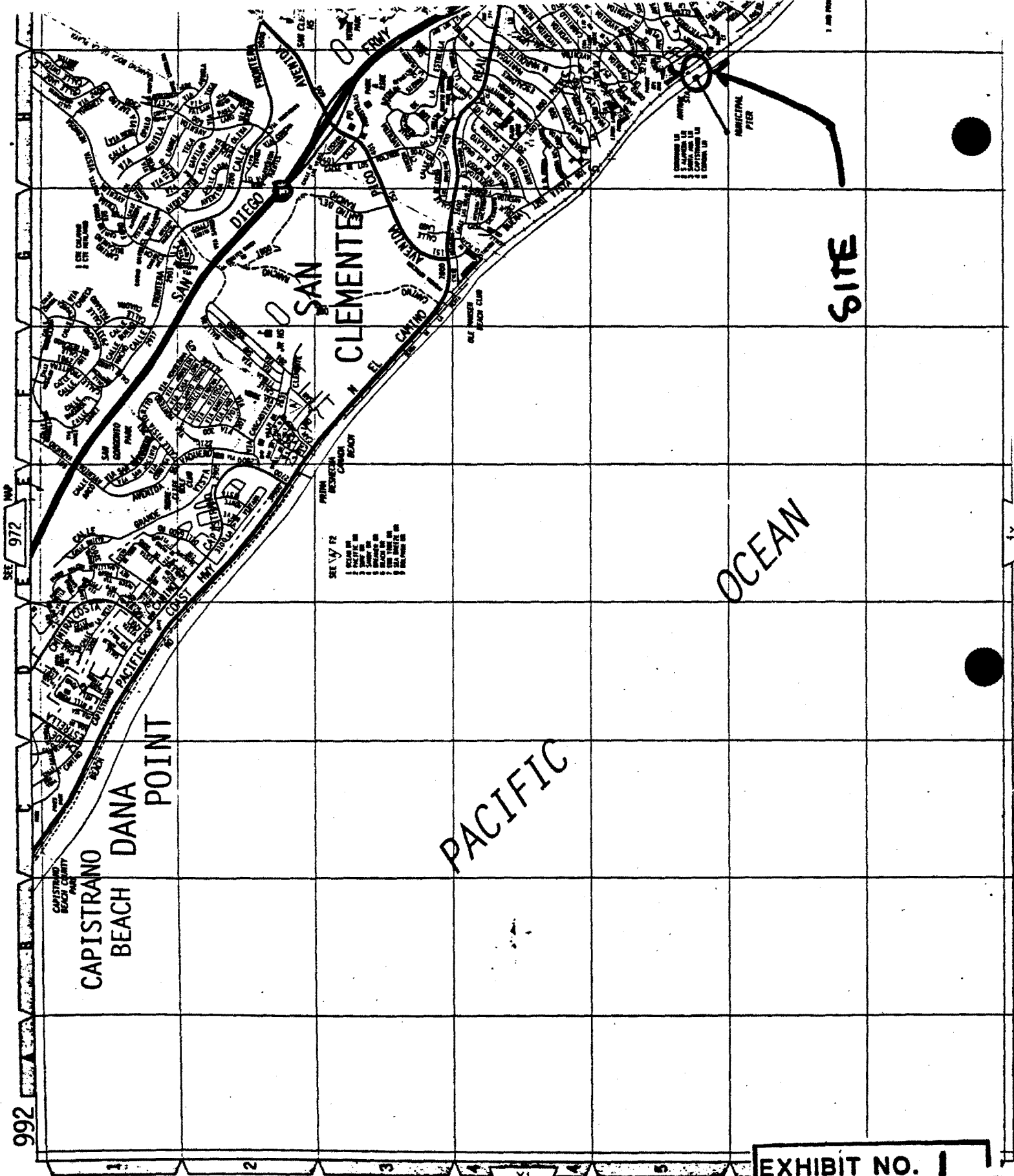
E. California Environmental Quality Act

Section 13096 of the California Code of Regulations requires Commission approval of Coastal Development Permit application to be supported by a finding showing the application, as conditioned by any conditions of approval,

to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(i) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment.

The proposed project has been conditioned in order to be found consistent with the access and recreation policies of Chapter 3 of the Coastal Act. As conditioned, there are no feasible alternatives or feasible mitigation measures available, beyond those required, which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned to mitigate the identified impacts, is the least environmentally damaging feasible alternative and can be found consistent with the requirements of the Coastal Act to conform to CEQA.

8870F



CAPISTRANO BEACH
DANA POINT

SAN CLEMENTE


PACIFIC

OCEAN

SITE

SEE V. 72
 1. OCEAN BEACH
 2. SANDY BEACH
 3. BURNING WOODS
 4. SAN JUAN BEACH
 5. SAN JUAN BEACH
 6. SAN JUAN BEACH

1. MUNICIPAL PIER
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EXHIBIT NO. 1
APPLICATION NO. 5-97-086
VICINITY
 California Coastal Commission

992

972

ORANGE CO.

1X MP

SITE PLAN

Pier Parking 50'
 EXISTING FAST-FRAP

Parking

Existing Base of Pier Development

New Deck

PAVING

Key
/// = proposed development
= = 5-80-1120
:: = Existing

TYP. INDICATION OF AREAS FOR THIS PROJECT

Beach

← 5-80-1120

South Coast District Office

APPROVED 5-92-012
Permit No.

By:

EFFECTIVE
Date:

Underpass

Existing Wall

Ramp

21'-0"

Pier

NEW BUILDING

EXISTING BUILDING

Deck

North

Site Plan

Scale 1"=30'-0"

EXHIBIT NO. 7
APPLICATION NO. 5-97-086
Pier Layout
California Coastal Commission

5-80-1120

Beach

RECEIVED

APR 7 1997

CALIFORNIA COASTAL COMMISSION

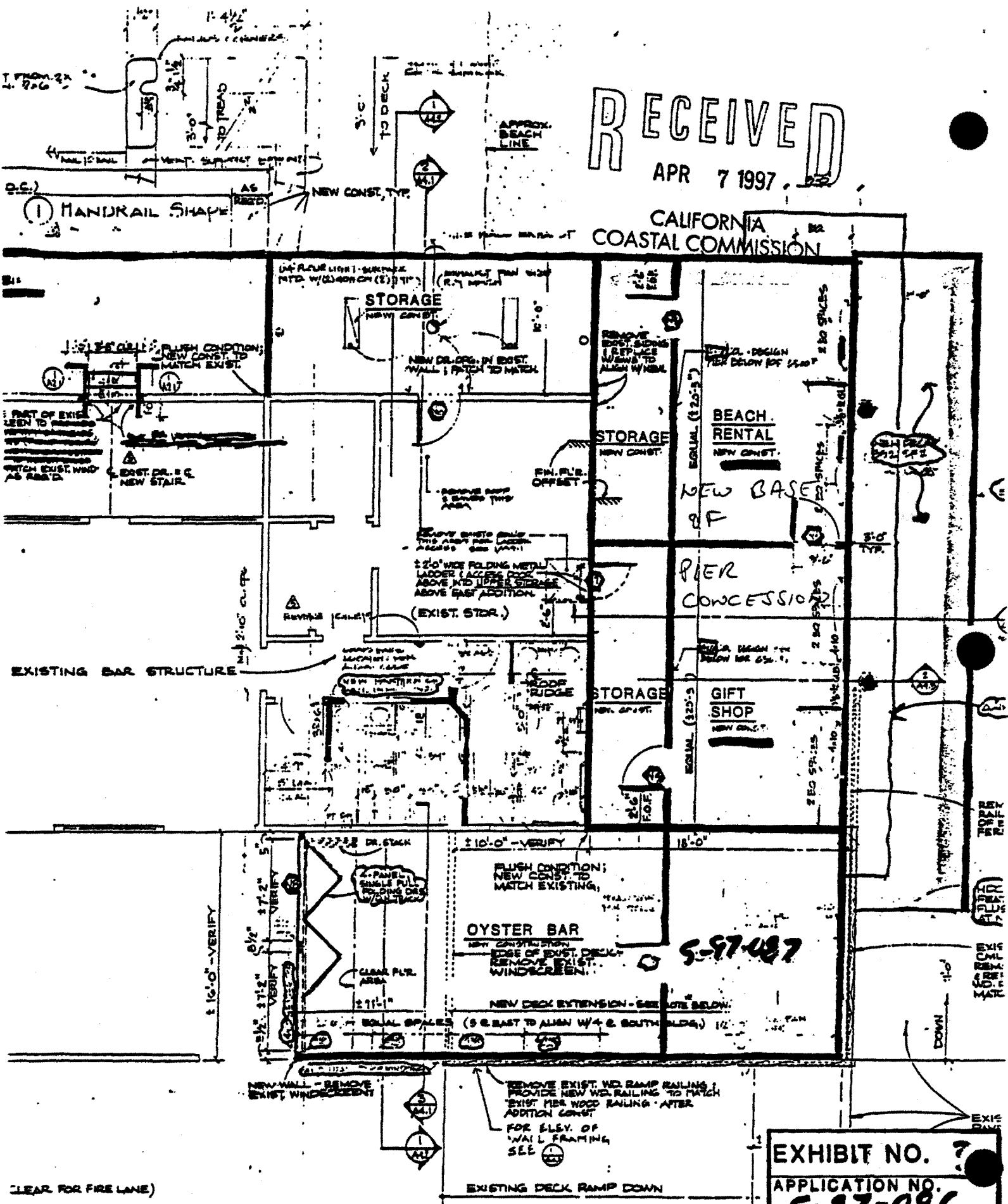


EXHIBIT NO. ?
 APPLICATION NO.
5-97-086
 SITE PLAN
NORTH
 California Coastal Commission

TH BUILDING FLOOR PLAN

1/4" = 1'-0"



N. BLDG. DECK EXTENSION TO ALIGN W/ E. BLDG. DECK EDGE.

EXIST. RAMP

EXIST. RAMP

EXIST. RAMP

EXIST. RAMP

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CLEAR FOR FIRE LANE)

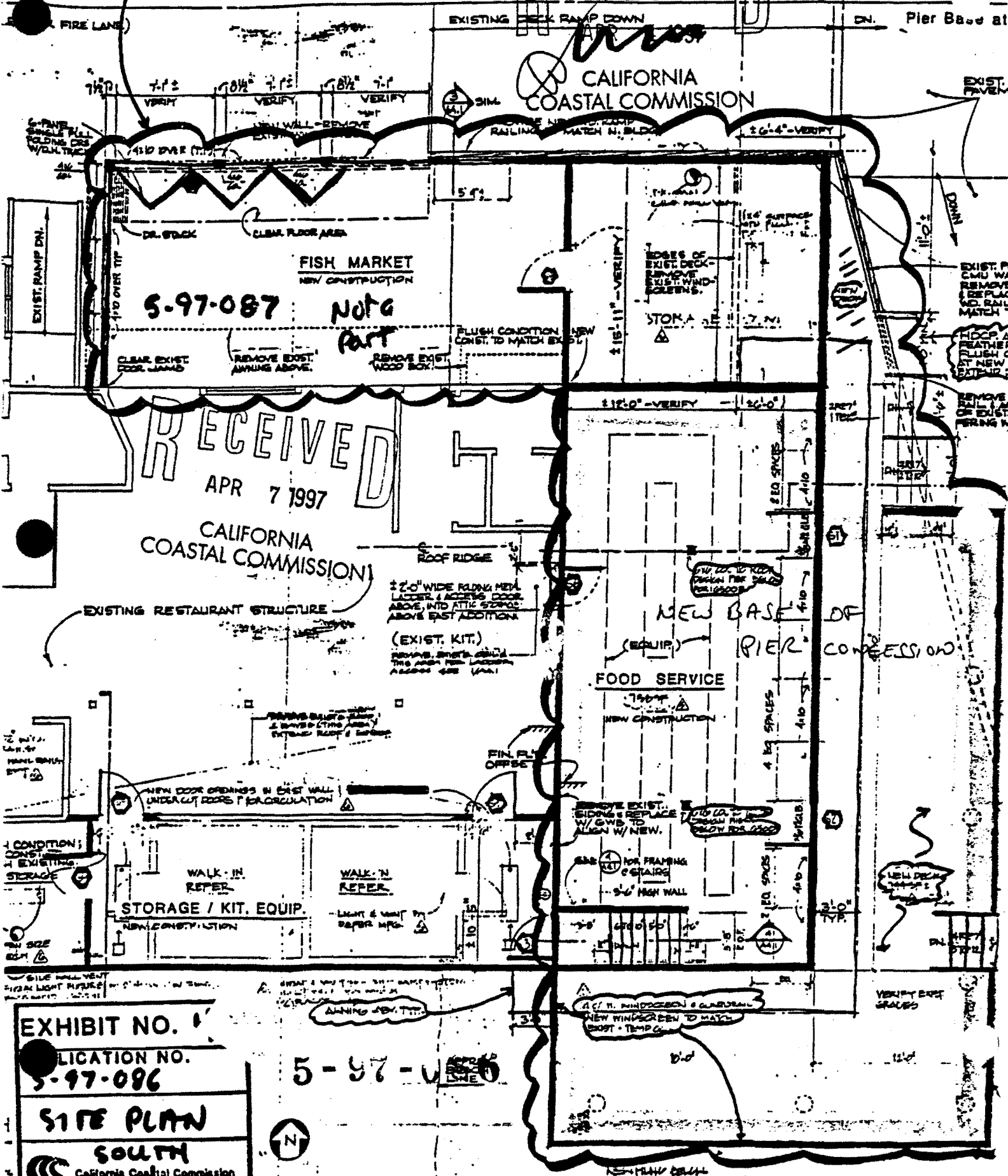
EXISTING DECK RAMP DOWN

5-97-087

South Alt.

RECEIVED

CALIFORNIA COASTAL COMMISSION



5-97-087 NOT A PART

RECEIVED APR 7 1997 CALIFORNIA COASTAL COMMISSION

NEW BASE OF PIER CONSTRUCTION

FOOD SERVICE

STORAGE / KIT, EQUIP. NEW CONSTRUCTION

WALK-IN REFR.

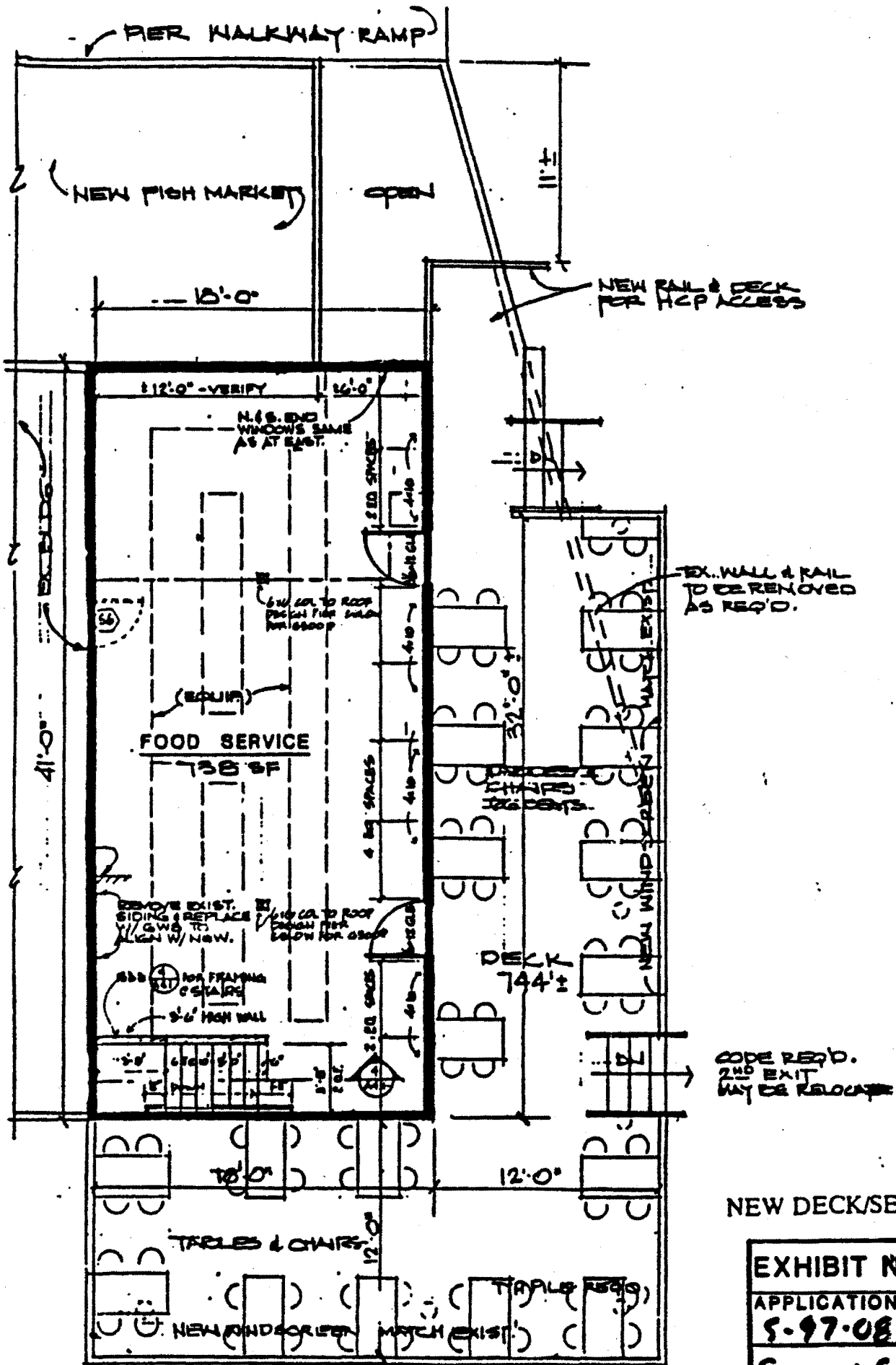
WALK-IN REFR.

EXHIBIT NO. 1
 APPLICATION NO. 5-97-086
 SITE PLAN SOUTH
 California Coastal Commission

5-97-086



SEE NOTE ABOVE (VERIFY GRADES)

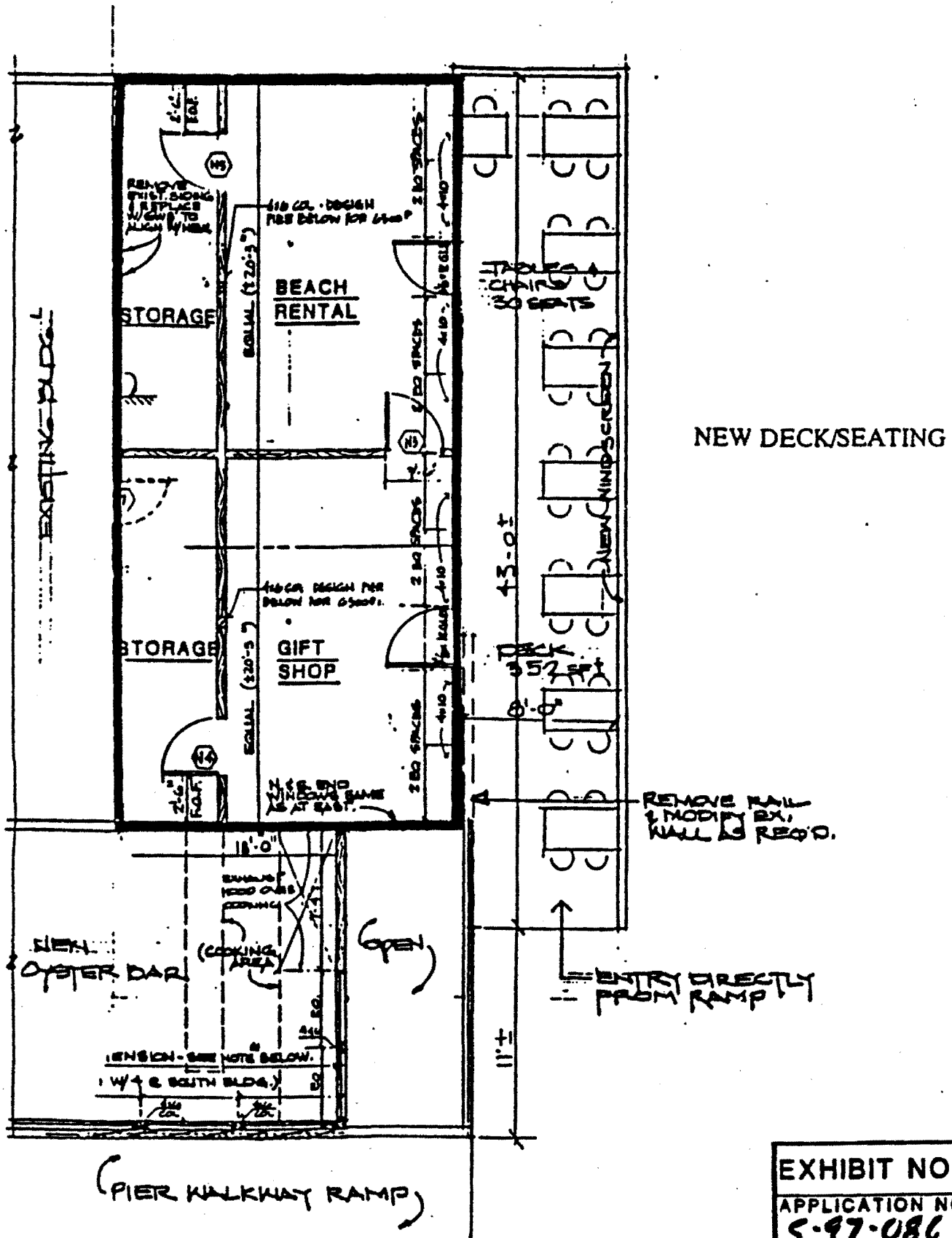


SOUTH BUILDING & DECK

NEW DECK/SEATING

EXHIBIT NO. 5
APPLICATION NO. S-97-086
SOUTH SEATING
California Coastal Commission

NEW BASE OF PIER CONCESSION - SEATING PLAN



EXISTING BUILDING

NEW DECK/SEATING

PIER WALKWAY RAMP

NORTH BUILDING & DECK
FISHERMANS' RESTAURANT

EXHIBIT NO. 6
APPLICATION NO. 5-97-086
North Seating
California Coastal Commission



City of San Clemente
Marine Safety and Recreation Department
 Lynn Hughes, Marine Safety and Recreation Manager
 Phone: (714) 361-8260

May 21, 1997

California Coastal Commission
 C/O Robin Maloney- Rames, Coastal Analyst
 200 OceanGate, 10th Floor, Ste. 1000
 Long Beach, CA 90802-4302

RE.: New Base of the Pier Concession Parking Requirement

Dear Commissioner:

I appreciate the opportunity to express the City's position regarding the proposed New Base of the Pier Concession project. The City believes that the New Base of the Pier Concession should not require additional parking because it will not displace parking of regular beach goers.

- *Caters to beach going public.* - The new Base of the Pier Concession is, by lease agreement, to be designed to cater to casual beach patrons through fast food menu items and through the sale or rental of such items as sunscreen, suntan lotion, beach towels, beach chairs, beach umbrellas, beach mats and other related items. The vast majority of the concession's patrons will be beach goers who are already at the beach to enjoy the surf and sand.
- *New concession will replace an existing concession.* - The New Base of the Pier Concession will replace the existing Interim Base of the Pier Concession, which is the only fast food, take-out concession in the area. The New Base of the Pier Concession will offer greatly improved service for approximately 1.4 million annual beach patrons, including year around service.
- *New concession will provide much needed public seating.* - The New Base of the Pier Concession outdoor deck will provide seating for 100 people. Currently, there is often a shortage of seats and tables on the beach for beach goers that want to sit down to eat a snack.

I hope the above information is helpful.

Sincerely,

Lynn Hughes, Marine Safety and Recreation Manager

EXHIBIT NO. 7
APPLICATION NO. 5-97-086
LETTER
California Coastal Commission

To: Robin Maloney-Rames VIA fax (310 or 562) 590-5084

From: Lynn Hughes, Marine Safety and Recreation Manager

RE: New Base of the Pier Concession

Message: Please include the attached letter with the Staff Report for the above referenced application.

Thanks, Lynn

