

## CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA

7575 METROPOLITAN DRIVE, SUITE 103

SAN DIEGO, CA 92108-4402

767-2370

**Tue 8a** RECORD PACKET COPYStaff: LRO-SD  
Staff Report: 5/23/01  
Hearing Date: 6/12-15/01AMENDMENT REQUEST  
STAFF REPORT AND PRELIMINARY RECOMMENDATION

Application No.: 6-00-12-A1

Applicant: City of San Diego

Agent: Walter Gefrom

Original: Construction of a modified 70-ft. diameter turnaround at the western  
Description: terminus of Ventura Place including installation of new concrete benches,  
bike racks, bollards and landscaping and removal and replacement of  
public parking.

Proposed Amend: Revise project to allow use of eight parking spaces in the public parking  
Amendment: lot north of Belmont Park for a public "passenger drop-off area" with a 3-  
minute maximum parking duration.

Site: Public parking lot north of Belmont Park, south of Ventura Place, Mission  
Beach, San Diego, San Diego county. APN 760-102-38 and -98 (portion);  
760-217-07.

Substantive File Documents: Certified Mission Beach Precise Plan and Planned District  
Ordinance; Certified City of San Diego LCP Implementing Ordinances;  
CDP #6-00-12

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STAFF NOTES:Summary of Staff's Preliminary Recommendation:

Staff is recommending approval of the proposed project subject to a special condition for final plans which delete the reference to "valet parking" and demarcate the use of the eight parking spaces as a 3-minute maximum passenger drop-off area in the north parking lot. The request to stripe eight public parking spaces for a "3-minute passenger drop-off" area is proposed to facilitate vehicular movement and reduce the potential for traffic congestion in the public parking lot north of Belmont Park. While public parking is a concern at this popular beach parking lot, staff has concluded that the passenger drop-off area will help facilitate public access at this nearshore location for the public. In addition, CDP #6-00-12 resulted in the removal of 11 parking spaces from the north lot for the Ventura street-end improvements and the City is providing 19 new parking spaces in the south lot which results in an excess of eight public parking spaces in the south lot.

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**I. PRELIMINARY STAFF RECOMMENDATION:**

The staff recommends the Commission adopt the following resolution:

**MOTION:**            *I move that the Commission approve the proposed amendment to Coastal Development Permit No. 6-00-12-A1 pursuant to the staff recommendation.*

**STAFF RECOMMENDATION OF APPROVAL:**

Staff recommends a YES vote. Passage of this motion will result in approval of the amendment as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

**RESOLUTION TO APPROVE A PERMIT AMENDMENT:**

The Commission hereby approves the coastal development permit amendment on the ground that the development as amended and subject to conditions, will be in conformity with the policies of Chapter 3 of the Coastal Act and 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. Approval of the permit amendment complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the amended development on the environment, or 2) there are no feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the amended development on the environment.

**II. Special Conditions.**

The permit is subject to the following conditions:

1. Prior Conditions of Approval. All special conditions of the original permit (CDP #6-00-12) shall remain in full force an effect unless modified herein.

The following condition shall replace in its entirety Special Condition #2 of the original coastal development permit:

2. Final Plans. PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit final revised plans for the north public parking lot approved by the City of San Diego that are in substantial conformance with the plans by the City of San Diego dated 12/28/99 except that they shall be modified as follows:

- a. Deletion of the note on the plans demarcating eight public parking spaces as "valet parking".

- b. Provision of eight parking spaces striped as a passenger drop-off area with a "3 minute maximum" parking duration.

The permittee shall undertake the development in accordance with the approved plans. Any proposed changes to the approved plans shall be reported to the Executive Director. No changes to the plans shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

### III. Findings and Declarations.

The Commission finds and declares as follows:

1. Project History/Amendment Description. CDP #6-00-12 approved on 6/14/00 for the subject site was for the construction of a modified 70-ft. diameter turnaround at the western terminus of Ventura Place including installation of new concrete benches, bike racks, bollards and landscaping. Also permitted was the removal of 11 parking spaces (9 lifeguard spaces and 2 public spaces) in the parking lot north of Belmont Park ("north parking lot") and the replacement of 19 new parking spaces (including one handicapped space) and parking for a tour bus in the south lot, resulting in a net gain of eight parking spaces.

In the previous permit for the subject site, the City had demarcated eight public parking spaces in the north public parking lot north of Belmont Park as "valet parking". At the time the project was approved by the Commission, it appeared that such valet parking was being proposed in connection with private development occurring at Belmont Park which was inconsistent with the public access and recreation policies of the Coastal Act. As such, the Commission approved the project subject to a special condition which required submittal of final plans which indicate that "valet parking" was deleted. Through the subject permit amendment, the City proposes to instead re-stripe the aforementioned parking spaces with a "passenger drop-off area 3-minute max" designation. The drop off designation of these spaces is intended to improve coastal access by allowing beach users the convenience and safety of loading and unloading passengers and beach gear in close proximity to the beach, then moving their car to an appropriate parking space.

The subject project requires a coastal development permit because it results in a change in the intensity of use. The subject site is located within an area of the Commission's original jurisdiction. As such, Chapter 3 policies of the Coastal Act are the standard of review, with the certified LCP used as guidance.

2. Public Access/Traffic Circulation/Parking. The following Coastal Act policies address the issue of public access to the shoreline:

#### Section 30210

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 30212

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:

(1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,

(2) adequate access exists nearby, or,

#### Section 30252

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....

The subject site lies south of the western terminus of Ventura Place, west of Mission Boulevard and east of Ocean Front Walk, the public boardwalk, to the west. Ventura Place is a major public access route. Immediately to the south is Belmont Park, which includes an amusement park with retail shops and restaurants. The subject site consists of one of two public parking lots north of Belmont Park. Other uses adjacent to and west of, the north parking lot include a lifeguard tower and public restrooms. The subject parking lot is the largest lot north of Belmont Park and contains 269 parking spaces. The smaller lot fronts on Mission Boulevard and contains 71 spaces for a total of 298 spaces "north" of Belmont Park. These parking lots are heavily used by both patrons of Belmont Park as well as beach visitors and other members of the public. Another larger public parking lot (known as the "south lot"), situated south of Belmont Park includes both a large public parking lot as well as an improved grassy picnic area with tables. The south lot contains 433 parking spaces.

Mission Beach and the surrounding area is a very popular visitor destination area because it is adjacent to the boardwalk, public beach, the ocean and Belmont Park and several retail shops and restaurants. Traffic congestion and competition for public parking spaces is a common problem in this area. As noted previously, the City received approval through the original permit to improve the street-end of Ventura Place for better vehicular movement to alleviate traffic congestion, etc. As part of that development,

submittal of final plans will provide 19 new spaces in the south parking lot (an excess of eight parking spaces) over the 11 spaces removed in the north parking lot to accommodate the street-end improvements. In other words, through the original project, the City provided additional/excess parking in the south lot (more than was necessary to offset the loss of parking in the north lot for the Ventura street-end improvements). The currently proposed amendment is to re-stripe eight of the public parking spaces in the north lot closest to the boardwalk for a "3-minute maximum passenger drop-off" area. The proposed passenger drop-off area is intended for use by the general public on a first-come-first serve basis and will be provided free-of-charge. The proposed amendment is intended to improve traffic circulation and congestion within the north parking lot itself beyond those improvements to the street-end at Ventura Place which were permitted pursuant to the original coastal development permit. As was noted in the original project, vehicles often use the north parking lot as a turnaround area which greatly adds to the congested traffic in this area.

As noted by the City, the proposed passenger drop-off area will improve coastal access by allowing beach users to conveniently unload passengers and beach gear without blocking traffic within the parking lot. During the summer months, the Mission Beach area is heavily congested and a very popular visitor-destination spot. Parking spaces in the public parking lot, as well as on the street, are in high demand and fill up very fast. The competition for parking in this popular visitor-destination area hinders the public's ability to gain access to the beach. Thus, having a place to conveniently park while unloading coolers, firewood and other beach equipment will facilitate public access in this location. Specifically, the proposal will improve the current traffic circulation in the parking lot that results when cars stop in the middle of the parking lot and block traffic in order for passengers to unload. The place where people stop to unload passengers and beach gear, etc., is right near the entrance to the parking lot which is closest to the beach. Thus, this causes cars to back-up onto the street-end of Ventura Place. The blockage of the parking lot is a safety hazard which causes traffic congestion that ultimately impacts access from Mission Boulevard. Thus, through the proposed re-striping of spaces as an unloading zone for beach visitors, traffic flow and circulation in the north parking lot will be improved, thus reducing the build-up of vehicles stopping in the parking lot looking for or waiting for available public parking spaces.

The Commission finds that the project is consistent with the public access and recreation policies of the Coastal Act. Special Condition #1 advises the applicant that the special conditions of the original permit remain in full force and effect unless modified herein. Specifically, a condition requiring that work not occur during the summer months shall remain in effect. However, through the subject permit amendment, Special Condition No. 2 of the original permit is being modified such that final plans be submitted which demarcate eight of the public parking spaces in the north lot for use as a three-minute maximum passenger drop-off area. As conditioned, no short or long-term impacts to coastal resources are anticipated.

In summary, the proposed project is intended to reduce traffic congestion and improve vehicular access thereby improving public access opportunities in this very popular

beachfront area. The re-striping of the public parking spaces for a passenger drop-off area will not result in the elimination of public parking; it will facilitate the use of these spaces by more members of the public on a short-term basis (i.e., 3 minutes) for the purpose of unloading passengers and beach gear, etc. As noted above, the City is also providing an excess of eight new public parking spaces in the south lot pursuant to the original permit which will further enhance public parking in this nearshore area. Therefore, the Commission finds that the proposed development, as conditioned, is consistent with the public access policies of the Coastal Act.

3. Local Coastal Planning. Section 30604(a) also requires that a coastal development permit shall be issued only if the Commission finds that the permitted development will not prejudice the ability of the local government to prepare a Local Coastal Program (LCP) in conformity with the provisions of Chapter 3 of the Coastal Act. In this case, such a finding can be made.

The subject site is in an area of original jurisdiction, where the Commission retains permanent permit authority. The site is zoned Commercial-South (C-S) and designated for Public Utilities. As an enhancement to recreational amenities (improvement to public parking lot), the proposed development is also consistent with the visitor-serving uses in the area, consistent with the policies of the certified LCP and Coastal Act policies. The project is consistent with the certified Mission Beach Precise Plan and all applicable Chapter 3 policies of the Coastal Act. Therefore, the Commission finds that approval of the proposed development, will not prejudice the ability of the City of San Diego to continue to implement its certified LCP for the Mission Beach community.

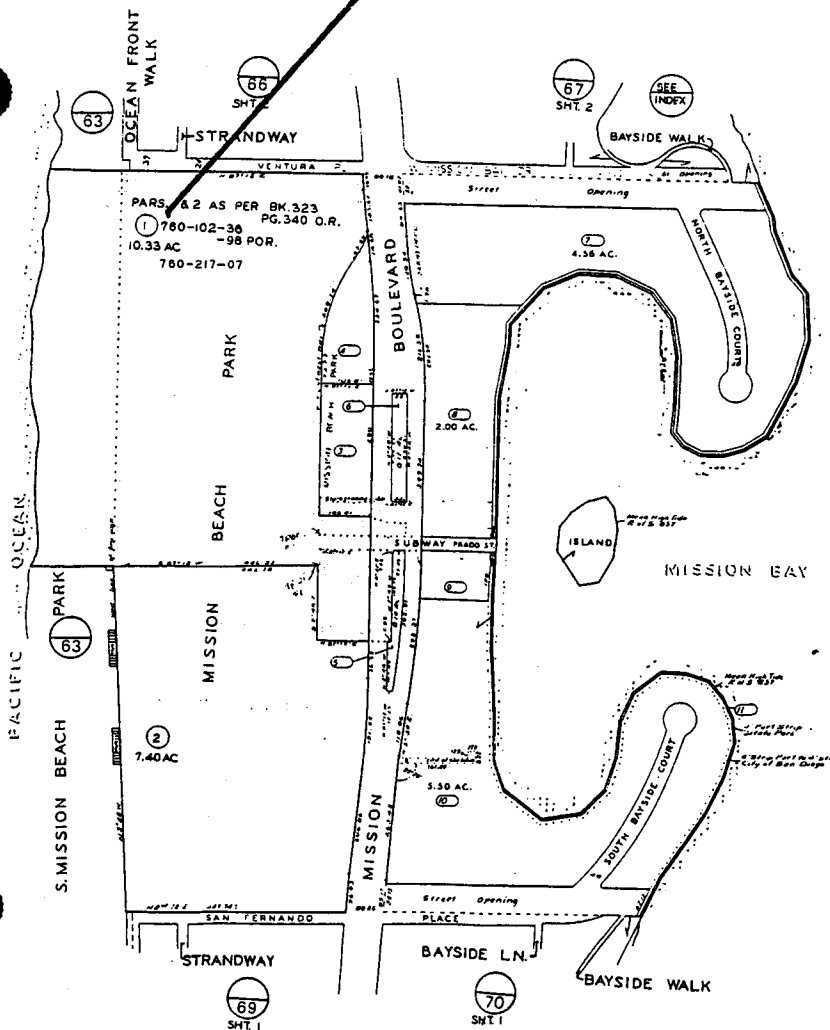
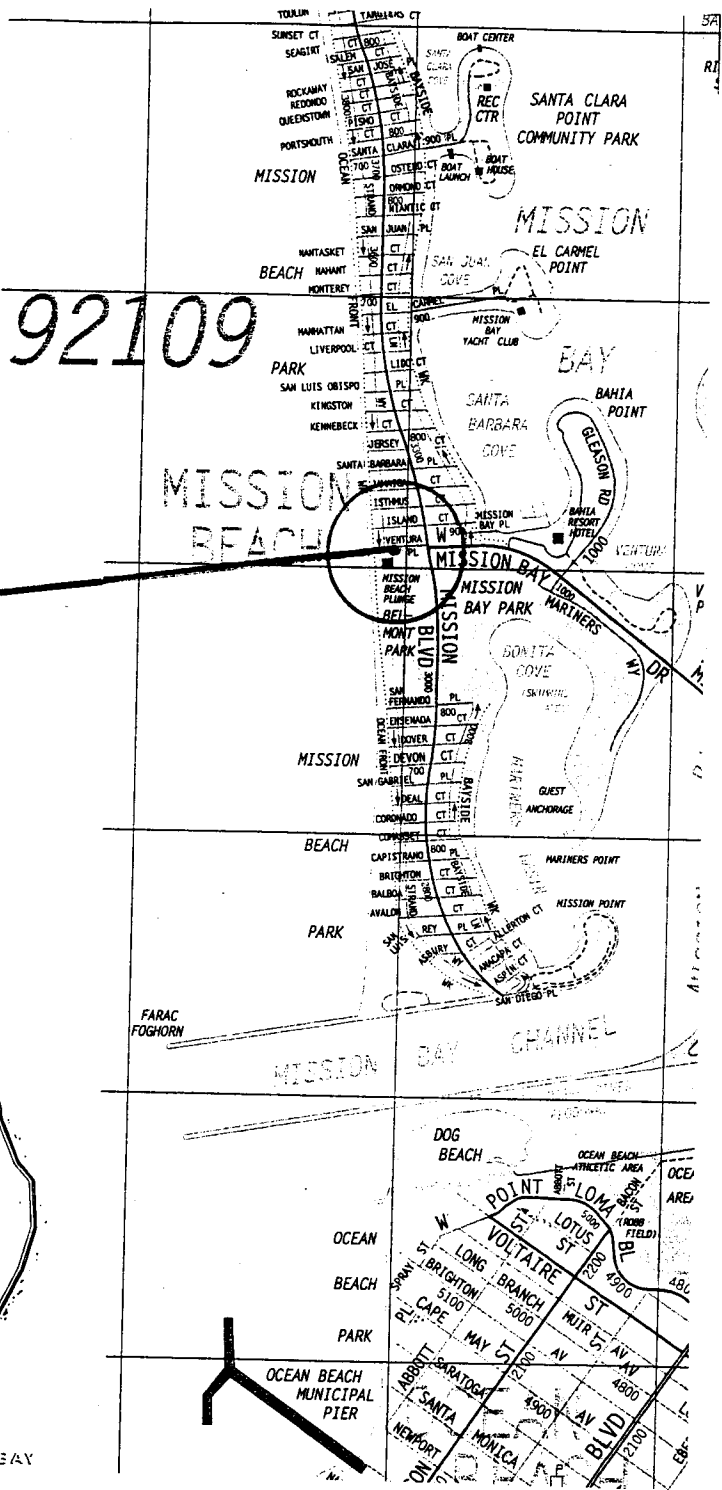
4. California Environmental Quality Act (CEQA). Section 13096 of the Commission's Code of Regulations requires Commission approval of Coastal Development Permits to be supported by a finding showing the permit, as conditioned, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) 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 effect which the activity may have on the environment.

The proposed project has been conditioned in order to be found consistent with the public access policies of the Coastal Act. Mitigation measures, including final plans demarcating a public passenger drop-off area to enhance public access will minimize all adverse environmental impacts. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project is the least environmentally-damaging feasible alternative and can be found consistent with the requirements of the Coastal Act to conform to CEQA.




92109

SITE



**EXHIBIT NO. 1**  
**APPLICATION NO.**  
**6-00-12-A1**  
**Location Map**

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# EXHIBIT 1 SITE MAP OF PERMIT AREA

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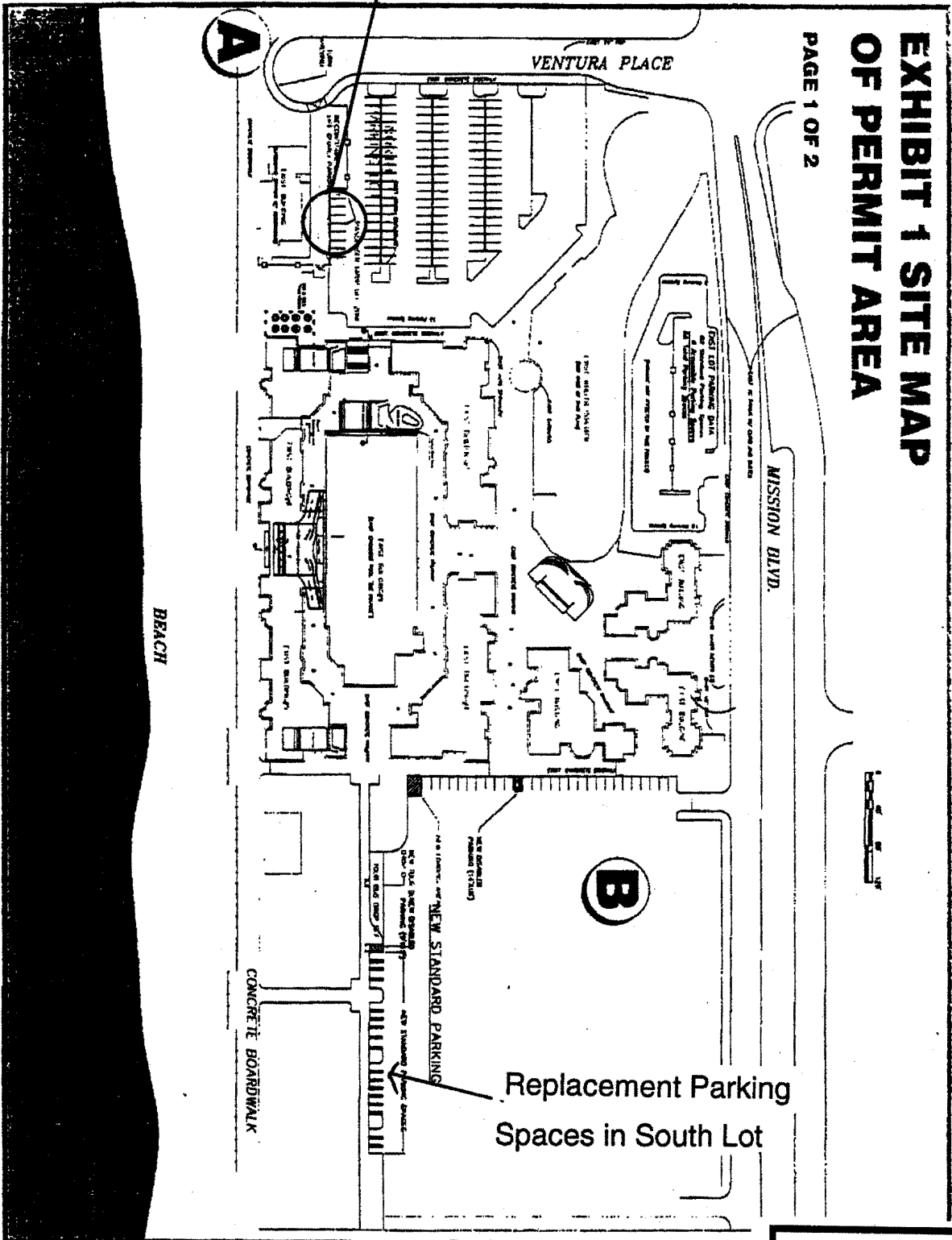
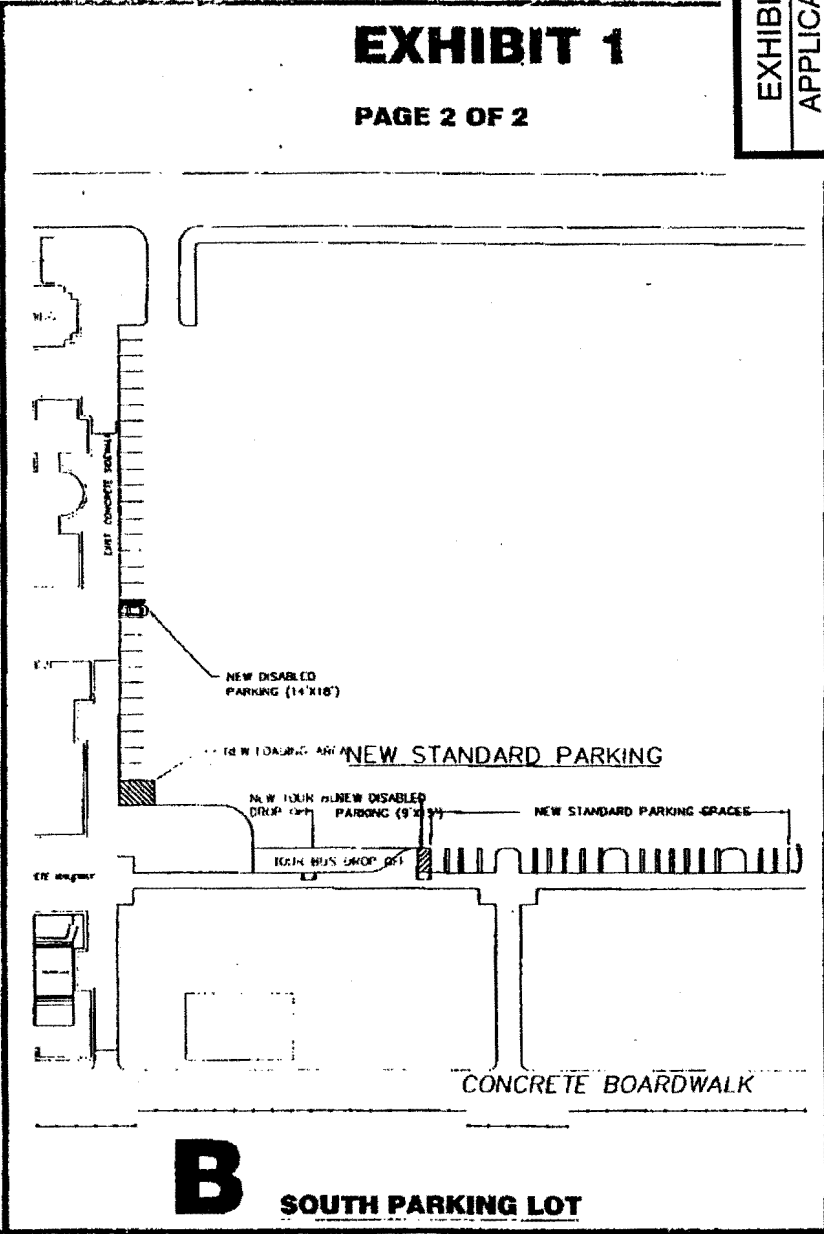
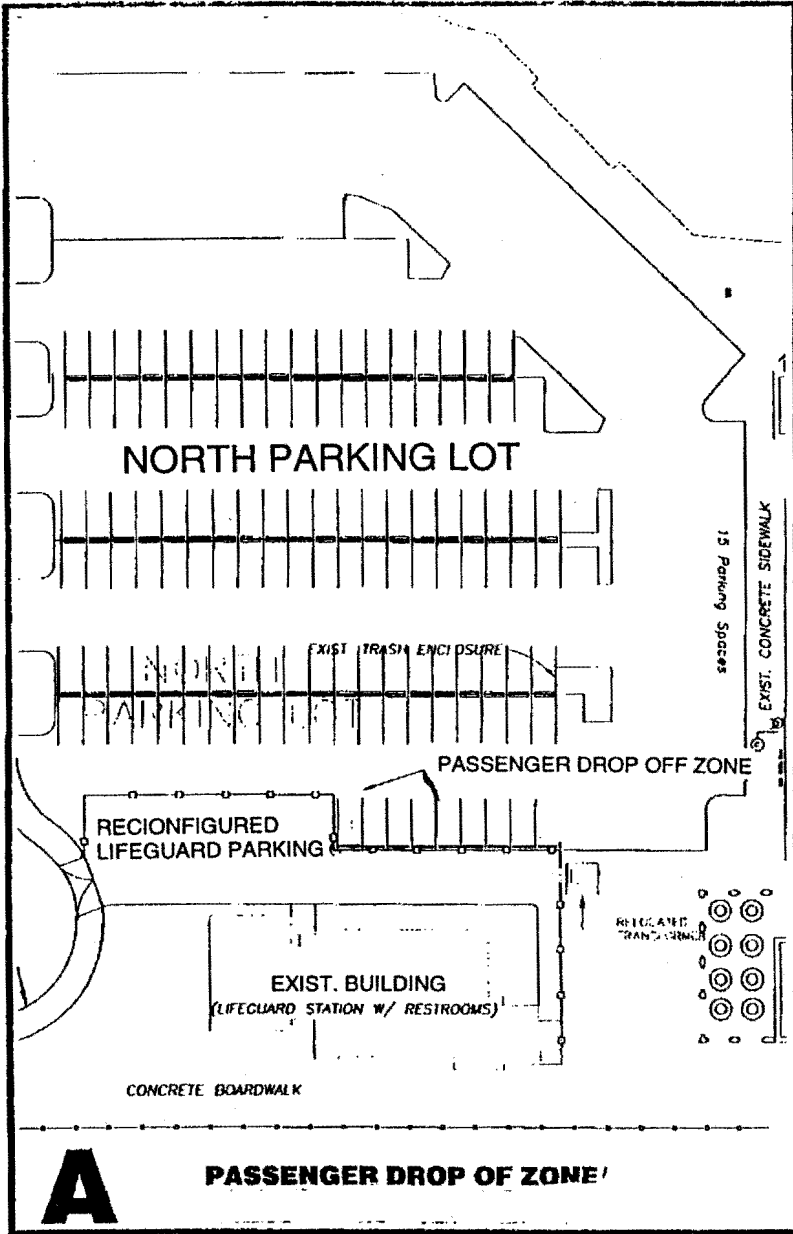


EXHIBIT NO. 2  
APPLICATION NO.  
**6-00-12-A1**  
Overall Site Plan





# EXHIBIT 1

PAGE 2 OF 2

**EXHIBIT NO. 3**

**APPLICATION NO. 6-00-12-A1**

**North and South Public Parking Lots**

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