CALIFORNIA COASTAL COMMISSION
SAN DIEGO AREA
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767-2370

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Filed: July 19, 2001
49th Day: September 6, 2001
180th Day: January 15, 2002
Date of Ext. Req. January 2, 2002
Length of Ext: 90 days
Final Date for CCC Action: April 2, 2002
Staff: EL-SD
Staff Report: February 11, 2002
Hearing Date: March 5-8, 2002

REGULAR CALENDAR
STAFF REPORT AND PRELIMINARY RECOMMENDATION

Application No.: 6-00-196

Applicant: The San Diego Rowing Club
Coggeshall Rowing Center

Agent: Randy Hanna

Description: Construction of a two-story, 12,151 sq.ft. addition to the existing one-story, 11,673 sq.ft. rowing center facilities, to include additional boat storage bays, expansion of locker rooms, new restrooms and a rowing gallery for memorabilia on the first floor; the second floor will include a meeting/events room, larger offices and outdoor terraces.

Lot Area	46,557 sq. ft.
Building Coverage	17,044 sq. ft. (37%)
Pavement Coverage	21,301 sq. ft. (45%)
Landscape Coverage	1,812 sq. ft. (4%)
Unimproved Area	6,400 sq. ft. (14%)
Parking Spaces	0
Zoning	Unzoned
Plan Designation	Leasehold
Ht abv fin grade	30 feet

Site: 1220 El Carmel Place, Mission Bay Park, San Diego, San Diego County. APN 760-031-04

STAFF NOTES:

Summary of Staff's Preliminary Recommendation:

Staff is recommending approval of the proposed expansion of the existing rowing facility, with special conditions addressing appropriate shoreline setbacks, stormwater

BMPs, and construction schedules and staging. The conditions will assure the provision of an adequate public use area bayward of the facility, maintenance or enhancement of bay waters, and the protection of public access during the summertime through seasonal construction restrictions.

Substantive File Documents: Certified Mission Bay Park Master Plan
CCC File #6-88-1

I. PRELIMINARY STAFF RECOMMENDATION:

The staff recommends the Commission adopt the following resolution:

MOTION: ***I move that the Commission approve Coastal Development Permit No. 6-00-196 pursuant to the staff recommendation.***

STAFF RECOMMENDATION OF APPROVAL:

Staff recommends a **YES** vote. Passage of this motion will result in approval of the permit 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 THE PERMIT:

The Commission hereby approves a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned 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 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 development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. Standard Conditions.

See attached page.

III. Special Conditions.

The permit is subject to the following conditions:

1. Final, Revised Plans. PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicants shall submit to the Executive Director for review and written approval, final site, building and elevation plans for the permitted development that have been approved by the City of San Diego. Said plans shall be in substantial conformance with the plans submitted by Architects Hanna Gabriel Wells, dated November 30, 2001, except they shall be revised as follows:

a. A minimum 25-foot setback from the top of the shoreline armoring shall be required for all leasehold structures, including fences.

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

2. Final Drainage Plans. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval, final drainage and runoff control plans, which shall be approved by the City of San Diego. The plans shall document that the runoff from the roof, driveway and other impervious surfaces will be collected and directed into ;either the proposed stormceptor, or pervious areas on, or off, the site (landscaped areas) for infiltration and/or percolation to the maximum extent practicable, prior to being conveyed off-site in a non-erosive manner.

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 legally required.

3. Storage and Staging Areas/Access Corridors. PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval, final plans indicating the location of access corridors to the construction site and staging areas. The final plans shall indicate that:

a. No overnight storage of equipment or materials shall occur on sandy beach or public parking spaces. During the construction stages of the project, the permittee shall not store any construction materials or waste where it will be or could potentially be subject to wave erosion and dispersion. In addition, no machinery shall be placed, stored or otherwise located in the intertidal zone at any time, except for the minimum necessary to construct the development. Construction equipment shall not be washed on the beach.

b. Access corridors shall be located in a manner that has the least impact on public access to and along the shoreline.

c. No work shall occur on the beach on weekends or holidays between Memorial Day weekend and Labor Day of any year.

d. The applicant shall submit evidence that the approved plans/notes have been incorporated into construction bid documents. The staging site shall be removed and/or restored immediately following completion of the development.

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 legally required.

4. Landscaping Plan. PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit for the review and written approval of the Executive Director, a final landscaping plan consistent with the revisions required in Special Condition #1, above. Said plan shall include the following:

a. A plan showing the type, size, extent and location of all existing vegetation, as well as showing new trees on the site. The new trees shall consist of, at a minimum, four additional trees along the shoreline frontage of the structural addition. These trees shall help screen the expanded structure from other areas of Mission Bay Park, in particular Santa Clara and Bahia Points, Vacation Isle, Crown Point Shores and Sail Bay. The trees shall be a minimum 24-inch box size, and shall not include any varieties of palm trees.

b. Use of only drought tolerant native or non-invasive plant materials.

c. A planting schedule that indicates that the planting plan shall be implemented within 60 days of completion of construction.

d. A written commitment by the applicant that all required plantings shall be maintained in good growing conditions, and whenever necessary, shall be replaced with new plant materials to ensure continued compliance with applicable landscape screening requirements.

e. Five years from the date of issuance of the coastal development permit, the applicant shall submit for review and written approval of the Executive Director, a landscape monitoring report, prepared by a licensed Landscape Architect or qualified Resource Specialist, that certifies the on-site landscaping is in conformance with the landscape plan approved pursuant to this Special Condition. The

monitoring report shall include photographic documentation of plant species and plant coverage.

If the landscape monitoring report indicates the landscaping is not in conformance with or has failed to meet the performance standards specified in the landscaping plan approved pursuant to this permit, the applicant, or successors in interest, shall submit a revised or supplemental landscape plan for the review and written approval of the Executive Director. The revised landscaping plan must be prepared by a licensed Landscape Architect or Resource Specialist and shall specify measures to remediate those portions of the original plan that have failed or are not in conformance with the original approved plan.

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

IV. Findings and Declarations.

The Commission finds and declares as follows:

1. Detailed Project Description/Site History. The applicant is proposing to construct a two-story addition to an existing rowing facility originally approved by the Coastal Commission pursuant to CDP #6-88-1. That permit authorized construction of 16,887 sq.ft., 24-foot high structure to be used for a number of rowing-related activities (shell storage, restrooms, locker rooms, classrooms, offices, public boat ramp and flexible concrete shoreline protection). It was to be primarily a one-story building for storage of rowing shells, with two small two-story areas at either side of the boat bays (on the inland and bayward sides). The partial second story was for additional restrooms and storage. Although the CDP authorized the entire development, the applicant chose to construct it in two phases. By 1991, Phase 1 had been completed; this phase consisted of 11,763 sq.ft., and included the storage bays, some of the restroom/locker areas and the shoreline armoring, along with a public access walkway around the waterfront portion of the perimeter of the leasehold. Due to a lack of funding, Phase 2 was never constructed.

The applicant is now proposing to expand the existing 11,763 sq.ft. facility to approximately double its current size (23,824 sq.ft. total), with newly-designed, two-story facilities. With the exception of a detached restroom facility in the inland part of the leasehold, all additions are proposed on the bayward (east) side of the existing building, and will include additional office, locker room and restroom space, one additional boat storage bay, a rowing gallery, a special events/meetings room and outdoor terraces. The existing structure on the site extends to approximately 30 feet from the top of the revetment (i.e., 25 feet inland of the public walkway). The proposed addition will extend the building up to approximately 6 feet from the revetment, and thus only 1 foot inland from the public walkway.

Mission Bay Park has a certified land use plan, in the form of the Mission Bay Park Master Plan, but no implementation program has been adopted yet for this LCP segment. Therefore, Mission Bay Park is an area of deferred certification, permit authority remains with the Commission, and Chapter 3 of the Coastal Act is the legal standard of review, with the Master Plan used as guidance.

2. Public Access and Recreation/Parking. The following Coastal Act policies are most pertinent to the proposed development, and state, in part:

Section 30211

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 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.

Section 30213

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred....

Section 30220

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

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 or providing substitute means of serving the development with public transportation . . ..

Section 30604(c)

(c) Every coastal development permit issued for any development between the nearest public road and the sea or the shoreline of any body of water located within the coastal zone shall include a specific finding that the development is in conformity with the public access and public recreation policies of Chapter 3 (commencing with Section 30200).

Mission Bay Park is a public aquatic facility of statewide, and even national, significance. It was created prior to passage of the Coastal Act, and is built primarily on tidelands granted to the City of San Diego by the state. The specific project site is located between the first coastal roadway and the bay, being sited east of Mission Boulevard, on approximately one acre of El Carmel Point, a promontory extending eastward into the Sail Bay area of Mission Bay. The Rowing Club property represents one of several leaseholds, both non-profit and commercial, within the public park. The remainder of El Carmel Point is occupied by the Mission Bay Yacht Club, and a public parking lot with restrooms. The yacht club is a private leasehold that is separated from the subject leasehold by an existing chain-link fence that runs out into the water; there is a similar fence on the other side of the yacht club's leasehold as well. Thus, there is currently no public access along the shoreline through the yacht club leasehold, but future redevelopment of the site may offer an opportunity to provide public access. To the east of the Rowing Club leasehold is Mission Bay and to the west is the Mission Beach community.

The Commission's original approval of this facility included public shoreline access around the perimeter of the developed site, beginning at the western edge of the property and extending north, then east, then south as far as the fence separating this leasehold from the Mission Bay Yacht Club. Although construction stopped short of full buildout, a five-foot wide concrete walkway was built, extending around the northern portion of El Carmel Point, and this walkway is open for public use. Unfortunately, in trying to accommodate all the rowing equipment used at this site, the equipment outgrew the constructed boat bays. The applicant allowed storage on the concrete apron that had been intended primarily to provide repair area and space to move the rowing shells back and forth to the bay. For security reasons, an unpermitted chain-link fence was installed around the concrete yard. The unpermitted fence results in partial blockage of the public accessway, reducing its width in places from five feet to about three, in apparent violation of the conditions of CDP #6-88-1; this will be addressed separately through an enforcement action.

As described in the revised findings for the original project, the northern and eastern portions of the site have a reinforced shoreline, consisting primarily of a concrete bag revetment. At medium to high tides, the waters lap against the revetment, precluding any public access on the shore itself, although there is some sandy beach area to the west where both shoreline and water access are available. However, along the more northern and eastern shore, it was necessary to place the public access path at the top of the

revetment, to accommodate walkers/joggers during all tidal levels. The prior permit, approved in 1988, provided for a five-foot-wide walkway, which was to be adequately signed at all times. The delineated path crosses the boat ramp and continues on around the point within the Rowing Club leasehold only. There is currently no public access available at the adjacent Mission Bay Yacht Club leasehold.

Several years subsequent to the Commission's action on the prior permit, the Commission certified the Mission Bay Park Master Plan/LCP Land Use Plan, which planned the development of the park for approximately the next twenty years. This document established setbacks for leaseholds and design standards for public walkways that are significantly different than what was approved in the first permit for this site. Specifically, in the certified Mission Bay plan, public walkways are to be a minimum ten feet in width, and should be sixteen feet wide where possible, and where biking activity is also expected. Setbacks for open beach and reinforced shorelines were established for new leaseholds, with a 150-foot setback from sandy beach and a 50-foot setback from the top of revetments. The intent was to provide an area for public use along the water, and this area was not to be included in the leasehold itself. An additional 25-foot setback between the lease line and any structures was also required in the Mission Bay Park Master Plan, to keep an open feeling near the water and to keep people in the public use area from feeling crowded.

In this particular case, the lease line was established long before the Master Plan was certified, and the actual lease boundary is bayward of the existing revetment, rather than 50 feet back from the top of the revetment. Where the site is bordered by sandy beach, the lease line extends over a significant portion of the sand area, and encompasses the boat ramp as well. The existing structure on the site extends to within approximately 30 feet of the top of the revetment, and the nearest point of the proposed addition would only be setback a distance of 6 feet from the revetment, leaving barely enough space for the public walkway. This is clearly inconsistent with the intent of the certified Master Plan language, and thus with the cited Chapter 3 policies of the Coastal Act, because such close proximity would discourage public use of the walkway. Moreover, the proposed closeness of the structure to the water increases the visual prominence of the structure as viewed from other areas of the park.

Special Condition #1 requires submittal of final, revised plans, documenting a minimum 25-foot setback from the top of the revetment. Currently, there are no public amenities along the existing narrow path, no actual beach access except at the lowest tides, and no where to go at the end of the path (the Mission Bay Yacht Club fence) than back the way one came. The Commission finds it necessary and appropriate that at least a 25-foot setback from the top of the revetment be provided to the public for passive recreation. Although not fully consistent with the certified LUP, which is a guidance document only, the required revision would provide an open space area more inviting to the public than allowing the proposed structure to overshadow the 5-foot-wide public pathway. A 25-foot setback also acknowledges that the existing, permitted structure is located closer to the shoreline than the LUP now allows, but prevents further substantial encroachments towards the bay. Moreover, should the yacht club redevelop in the future, the 25-foot

public use area, including a shoreline access path, could be continued on around El Carmel Point.

There are two other concerns that also address potential impacts on public access – first, parking, and second, the timing of construction activities. The leasehold is adjacent to a public parking lot on El Carmel Point and there is also public parking along the "neck" of the peninsula. Due to a need for large storage areas for rowing shells, and calm waters to launch the craft, El Carmel Point was chosen as the appropriate site for this facility. However, only one acre was available which did not allow for both the necessary boat storage bays and on-site parking. Thus, CDP #6-88-1 did not require any on-site parking, but the applicant was able to restripe the existing public parking on the "neck" to attain 87 additional spaces. Although these remain "first come, first served" for the general public, rowing is generally an early morning or evening activity, such that the site users are not requiring parking facilities at the same time as regular recreational peak hours.

Although the proposed development will nearly double the size of the existing facility, the applicant does not consider this an increase in intensity of use of the site, with the exception of special events. The applicant maintains that the additional boat storage bay will only allow them to enclose the boats that are now being stored in the open yard. The new office space would respond to current overcrowding of the existing facilities, as would the new restrooms. The gallery area would be for display of trophies and similar memorabilia; in addition, receptions and functions that are already a part of the yearly calendar of events could be held in a more suitable area than a boat bay. There are typically seven or eight events each year that are directly associated with the rowing activities, and a few additional events, such as weddings or memorial services.

Although the Commission recognizes that special events are probably the only aspect of the proposal that would potentially require additional parking, any additional square footage of commercial structures is generally identified as an increase in intensity of use of a site, whether or not a significant increase in parking requirements results. The Club has been hosting special events for years, using the existing facilities and adjacent public parking. When event attendance has been greater than can be accommodated in the public parking lot, the applicant has an agreement with the adjacent Mission Bay Yacht Club to use some of its parking spaces (see attached letters). So far, there has never been a parking shortage involving any Rowing Club uses or events; however, the construction of better amenities for such events will likely lead to an increase in the number of such events. However, the attached letters document that parking for such functions is, and will continue to be, adequate. Thus, the Commission finds the existing parking arrangements adequate for the existing uses, and continues to accept the program as approved in CDP #6-88-1.

Projects in public recreational venues and nearshore locations often have significant temporary impacts on public access while construction is ongoing. Materials and equipment are often placed in areas which would otherwise be available for public use, and the noise and fumes from actual construction can significantly reduce the public's enjoyment of nearby areas. Special Condition #3 addresses the staging and storage of

construction equipment, and the timing of construction activities. It prohibits the staging of activities and storage of materials on any sand beach. It further prohibits construction work during the summer season between Memorial Day weekend and Labor Day, when the beach and park amenities are in greatest demand. Most development in Mission Bay Park is conditioned in this manner, and the Commission finds it appropriate to do so in this case.

In summary, the Commission approves the project with three special conditions addressing public access concerns. As conditioned, development at the site will maintain an area for public use along the immediate shoreline of an adequate size to be truly inviting to the public. The required redesign will also make the project more consistent with the Mission Bay Park Master Plan than as currently proposed. Finally, the construction aspects of the project are controlled to minimize any adverse impacts on the public. Therefore, the Commission finds the proposed development, as conditioned, consistent with the cited policies of the Coastal Act.

3. Water Quality. The following Coastal Act policies addressing water quality are most applicable to the subject proposal, and state, in part:

Section 30230

> Marine resources shall be maintained, enhanced, and where feasible, restored...Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters....

Section 30231

> The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum population of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment ....

Over the past many years, there have been on-going concerns about the water quality of Mission Bay. The Bay is the "end of the line" for surface runoff for much of the developed urban areas of San Diego, and thus receives vast quantities of stormwater (some of it polluted) through the City's existing storm drain system that includes numerous outfalls around the bay. In addition, three creeks (Rose, Cudahy and Tecolote) empty into the bay and are a frequent source of both debris and pollutants. Any new development which results in the conversion of currently pervious surfaces to impervious ones, accelerates runoff to some degree, if not mitigated through appropriate design and maintenance.

The proposed expansion will not result in additional areas of impervious surfaces, since virtually the entire site is paved out now, to facilitate the easy movement of boats around the site. Only approximately 6% of the site was to be landscaped pursuant to CDP #6-88-

1. The current proposal will add structures over existing paving, but will not increase the overall area of impervious surfaces; no grading is proposed and additional landscaping will be provided. Moreover, the rowing shells are not motorized and there is no on-site parking, such that gas, oil and other hydrocarbon contaminants are not present on the site to any significant degree.

The applicant has prepared a plan entitled Best Management Practices for the Control of Site Storm Water Runoff addressing both construction and post-construction Best Management Practices (BMPs). During the construction phase, the program includes policies addressing the covering and storage of materials, minimizing and properly disposing of waste, utilizing a sedimentation basin, stormceptor or similar device to trap sediments and contaminants and keep these from entering Bay waters. To protect water quality during ongoing operations, drainage patterns remain basically the same. Most runoff is directed to an existing concrete swale, through a stormceptor, and then onto beach sand. In other areas, runoff is directed into an off-site lawn area or into on-site planters. There will be no parking of vehicles on-site and public educational efforts addressing non-point source pollution will continue. Also proposed is the protection of existing vegetation and a prohibition on the maintenance of construction vehicles on-site.

Special Condition #2 is intended to assure that the proposed BMP program is implemented and maintained through final drainage control plans. Since the proposed development will not increase the impervious surfaces on the site, the project will not adversely affect existing water quality of the bay. However, the Commission finds that the proposed development, as conditioned, will have a positive impact on the quality of Mission Bay waters, as no filtration occurs on this site at present. This will improve Mission Bay's function as a productive biological resource area, and will also increase its appeal for human recreational activities. The Commission finds that approval of the development, as conditioned, is fully consistent with the cited Coastal Act policies.

4. Visual Resources. Section 30251 of the Coastal Act provides for the protection of scenic coastal resources, and states, in part:

> The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

The site is located in Mission Bay Park, a highly scenic public recreational resource of national significance. The project site is located in the central western portion of the park, on Sail Bay, near the Mission Beach community. The proposed development consists of a two-story addition between the existing one-story building and the bay. As proposed, the addition would be as close as 6 feet from the top of the existing revetment, and immediately adjacent to a public walkway. The site is very visible from all surrounding areas of Mission Bay Park, as it is located at the end of a peninsula jutting

out into the bay. The new development would become the most prominent feature on the point, and would present an imposing façade to anyone using the public walkway

Special Condition #1 requires revisions to the proposed development, removing those portions proposed closest to the end of the point and the walkway. As conditioned, the structure would be pulled further inland, significantly reducing its visual impact. It would also reduce or eliminate using the roof as a predator perch, a concern that was raised by one individual. In addition, Special Condition #4 requires additional landscaping in the form of a minimum of four new trees to help screen the development from nearby park areas. As conditioned/revised to address all these concerns, the Commission finds the proposal will not adversely affect existing public views nor detract from the overall ambience of this portion of Mission Bay Park.

5. No Waiver of Violation. Although unpermitted development has taken place that has reduced public access and is inconsistent with CDP #6-88-1, consideration of the subject application by the Commission has been based solely upon the Chapter 3 policies of the Coastal Act. Approval of the permit does not constitute a waiver of any legal action with regard to this violation of the Coastal Act that may have occurred; nor does it constitute admission as to the legality of any development undertaken on the subject site without a coastal development permit. The issue of the unpermitted fence will be addressed through a separate enforcement action.

6. 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, with the attached conditions, such a finding can be made.

Mission Bay Park is an existing aquatic playground. It is primarily unzoned, and the subject site is designated as a leasehold in the certified Mission Bay Park Master Plan. The structural additions, as proposed, and even as revised through conditions are not fully consistent with the certified Master Plan with respect to leasehold boundaries and setbacks, although the revisions would make the project consistent with the overall intent of the plan by preventing further substantial encroachments towards the shoreline. However, the Master Plan is not the standard of review, since Mission Bay Park is an area of deferred certification, such that Chapter 3 remains the legal standard of review. The proposal has gone through local discretionary review, and the Mitigated Negative Declaration for the proposal has been certified by the City. The proposed development, with the attached special conditions, has been found consistent with all applicable Coastal Act provisions. Therefore, the Commission finds that approval of the permit will not prejudice the ability of the City of San Diego to complete and implement a certifiable LCP for this area.

7. Consistency with the 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 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.

As discussed and conditioned herein, the proposed project will not cause significant adverse impacts to the environment. Specifically, the project, as conditioned, has been found consistent with the water quality, public access and visual resource policies of the Coastal Act. There are no feasible alternatives or mitigation measures available which would substantially lessen any significant adverse impact which the activity might have on the environment. Therefore, the Commission finds that the proposed project is the least environmentally damaging feasible alternative and is consistent with the requirements of the Coastal Act to conform to CEQA.

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.

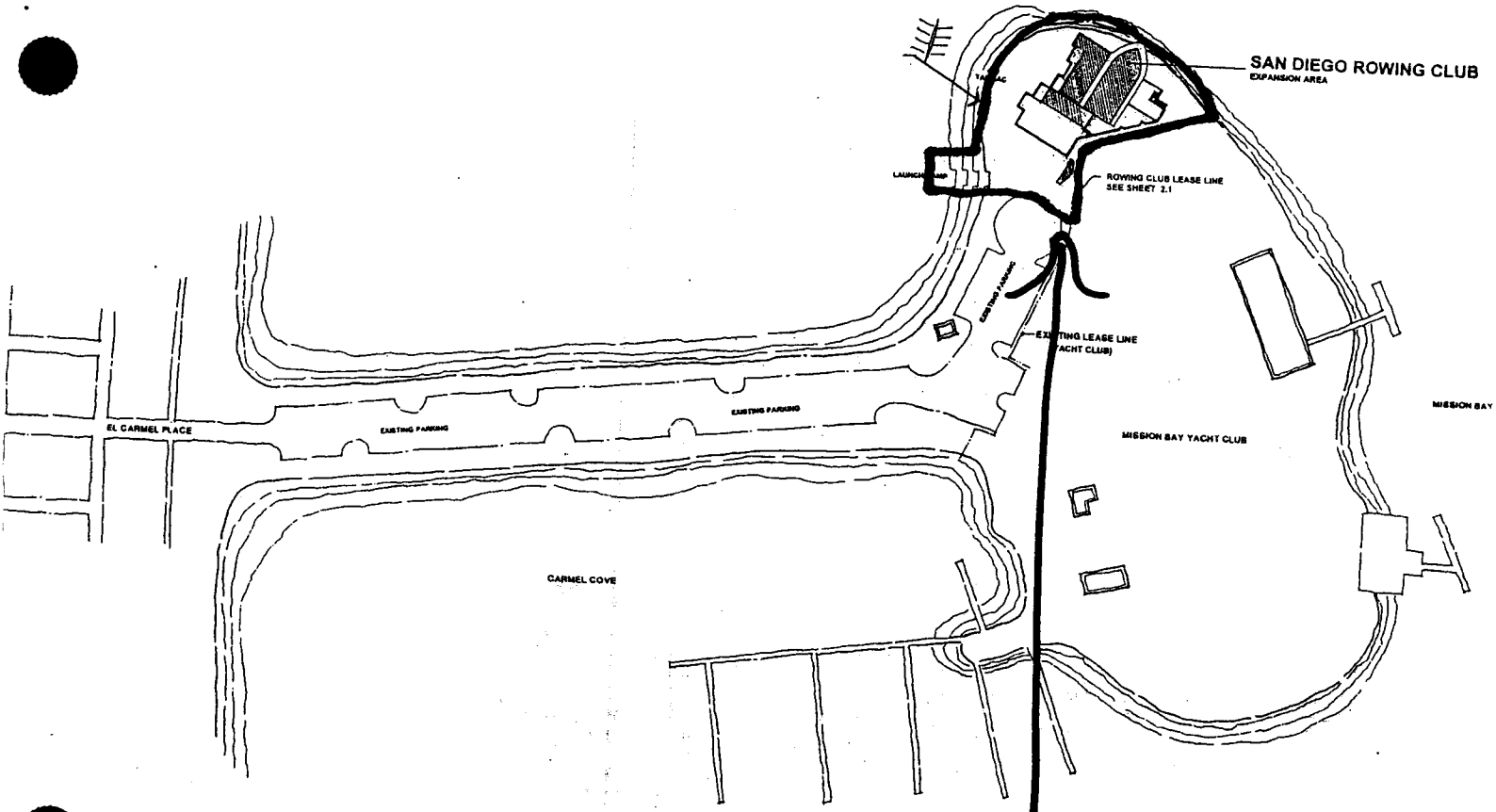
2. Expiration. If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.

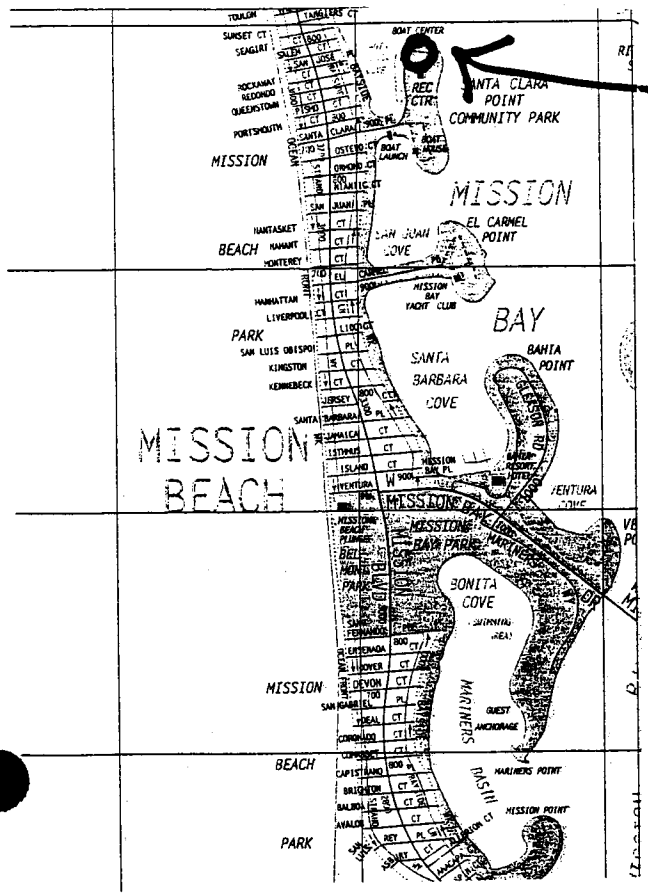
3. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.

4. 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.

5. 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.

6-00-196





Site

EXHIBIT NO. 1
APPLICATION NO. 6-00-196
Location Maps
California Coastal Commission

6-00-196

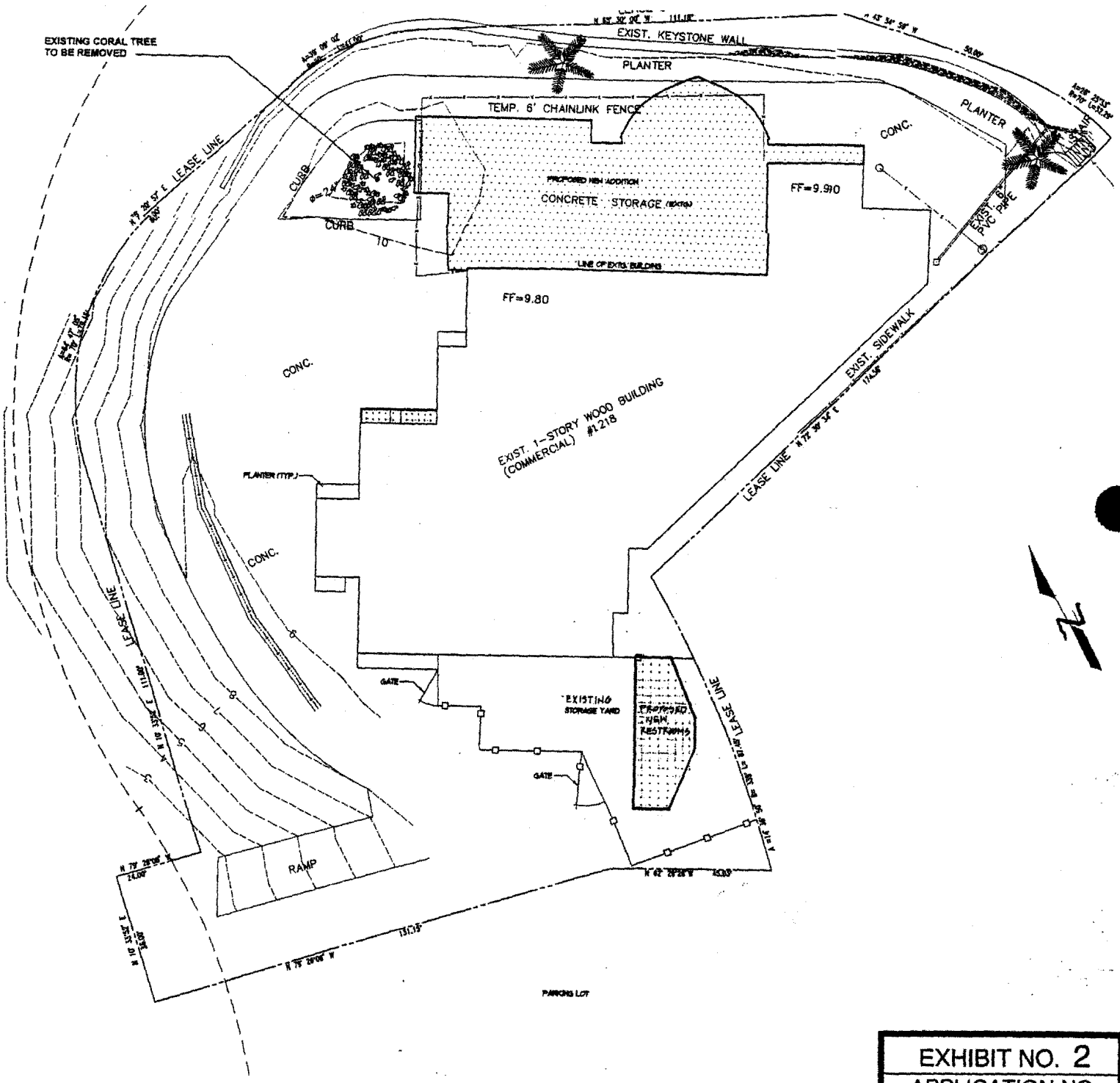
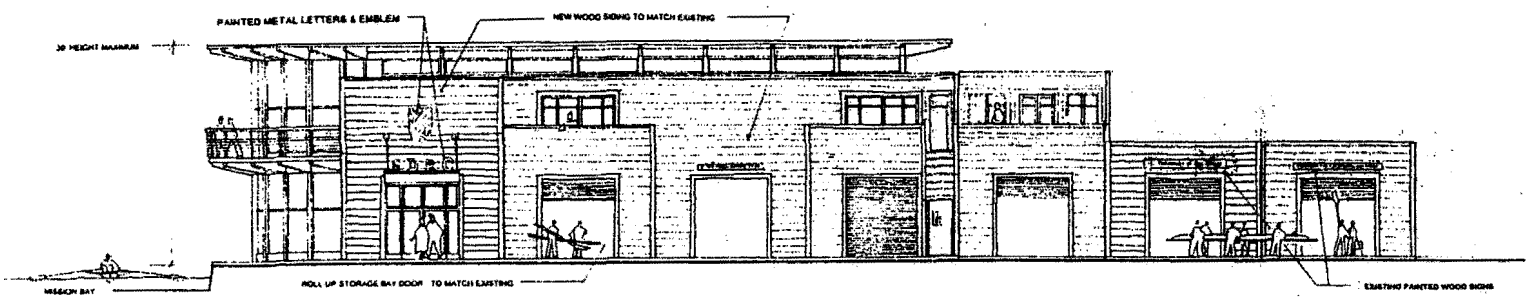


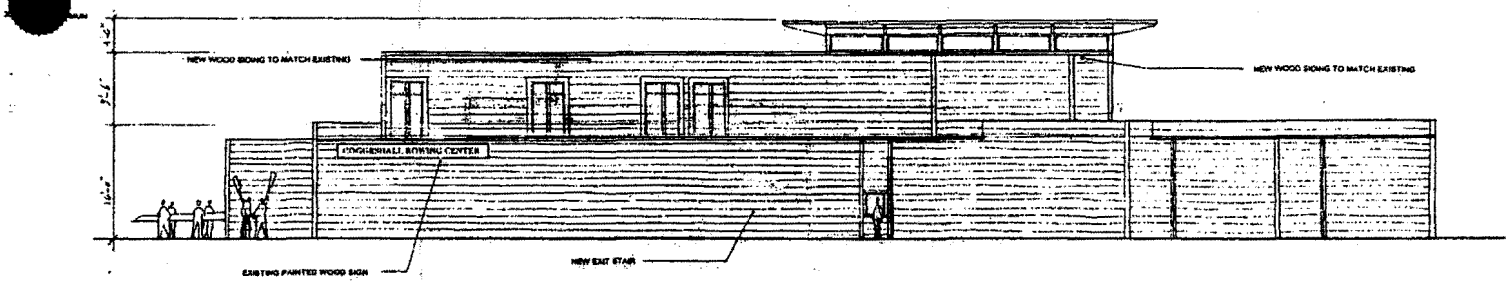
EXHIBIT NO. 2
APPLICATION NO.
6-00-196
Site Plan

California Coastal Commission

6-00-196



Southwest



Southeast

EXHIBIT NO. 3
APPLICATION NO. **6-00-196**
Typical Elevations
California Coastal Commission

6-00-196

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JAN 1 4 2002
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

A R C H I T E C T S

hanna gabriel wells

January 14, 2002

Ms. Ellen Lirely
California Coastal Commission
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108

Re: San Diego Rowing Club Expansion

Dear Ms. Lirely:

In response to our meeting this past Friday, this letter is intended to help explain our current use of the facility for special events and our planned use for special events upon completing the expansion.

Currently, the Rowing Center hosts approximately 10-15 Special Events per year. These usually take place within one or more of the boat storage bays, with the boats being moved outside to make room for the event. As an Example, last year's events included:

- The San Diego Rowing Club Annual Member Meeting
  Approximately 100 persons
- The San Diego Crew Classic Pre-Race Dinner
  Approximately 250 persons
- The San Diego Fall Classic Regatta
  Approximately 300 persons
- The San Diego Indoor Classic
  Approximately 280 persons
- The San Diego Rowing Club Holiday Party
  Approximately 150 persons
- The Annual Summer BBQ
  Approximately 150 persons
- UCSD Summer Fund Raiser
  Approximately 200 persons
- Doug Prescott Memorial Service
  Approximately 150 persons
- Weddings, 3 this past year, ranging from 80 to 225 persons

EXHIBIT NO. 4
APPLICATION NO.
6-00-196
Letters on Parking and Special Events
3 Pages
California Coastal Commission

As parking on El Carmel Place is limited and open to the general public, The Rowing Center accommodates parking for Special Events in a few different ways. These include pre-arranged parking at The Mission Bay Yacht Club and/or Mission Bay Elementary School on Mission Boulevard; Parking Lot reservation on El Carmel Place through special permit with the City of San Diego (this is generally done for regattas, when boat trailers are brought in); and printed directions to guests for local lots which include Santa Clara Point Community Park and the parking lots south of Santa Barbara Cove, all of which are within comfortable walking distance to the Rowing Center. As a point of reference, the rowing center currently sees approximately 150 people per day when college is in session and approximately 50-75 people when the colleges are not in session.

As we have stated before, The Rowing Center is not planning this expansion to intensify use, but rather to properly accommodate current levels of use. The additional boat bay will allow for the removal of the exterior storage yard, the Great Room will provide a proper space for these special events that occur throughout the year and the additional restrooms, storage area and multi-purpose classrooms will allow for the center to function more efficiently.

The San Diego Rowing Club was founded in 1888 and continues to be open to public membership, offering a wide variety of excellent programs for men and women of all ages and is a very positive and important asset to the City of San Diego.

It is our sincere hope that your staff will show support for this proposed expansion at the California Coastal Commission hearing next month. Please contact me if you require any additional information.

Thank you.

Sincerely,

Randy Hanna

Randy Hanna AIA

Cc: Tim Watenpaugh/ SDRC Captain
Pat Hayes/ SDRC President

COPY

Mission Bay Yacht Club

1215 El Carmel Place
San Diego, CA 92109-7499
(858) 488-0501 • Fax (858) 488-2442

November 5, 2001

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NOV 30 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Tim Watenpaugh, Captain, SDRC
1220 El Carmel Place
San Diego, CA 92109

Dear Mr. Watenpaugh,

In response to our telephone conversation and the message from Randy Hanna of October 30 regarding your building project, Mission Bay Yacht Club will be happy to discuss with you the matter of your utilizing our parking lot for your larger events. Pre-arrangement and security would be necessary, as we are sure you realize. Please contact me or our Manager, Anna Hussong, for further discussion.

Sincerely,

Edna Johnson

Edna Johnson
Vice Commodore

cc:Randy Hanna AIA
4993 Niagara Ave. Suite 200
San Diego, CA 92107