

CALIFORNIA COASTAL COMMISSION

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March 25, 2004

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TO: COMMISSIONERS AND INTERESTED PERSONS

**FROM: DEBORAH LEE, SOUTH COAST DEPUTY DIRECTOR
SHERILYN SARB, DISTRICT MANAGER, SAN DIEGO AREA OFFICE
DIANA LILLY, COASTAL PROGRAM ANALYST, SAN DIEGO AREA OFFICE**

**SUBJECT: STAFF RECOMMENDATION ON CITY OF CORONADO MAJOR
AMENDMENT #1-03 (ORANGE AVENUE CORRIDOR)**

SYNOPSIS**SUMMARY OF AMENDMENT REQUEST**

The subject LCP Land Use Plan amendment was submitted and filed as complete on December 26, 2003. A one-year time extension was granted on March 18, 2004. Therefore, the date by which the Commission must act on the amendment is March 25, 2005.

The proposed LCP amendment involves several changes to both the LCP Land Use Plan (LUP) and the Implementation Plan to incorporate changes from the newly developed Orange Avenue Corridor Specific Plan. However, the Orange Avenue Corridor Specific Plan itself has not been submitted as part of the City's LCP.

The amendment would revise the LUP to reflect consolidation of the existing L-C (Limited Commercial) and C-C (Central Commercial) zones into a new C (Commercial) zone. The old Police Station site located at the northwest corner of 6th Street and Orange Avenue would be rezoned from C-U (Civic Use) to R-4 (Multiple Family Residential) with a Civic Use Overlay to facilitate either the development of senior and/or affordable multi-family residential development, or allowing for the existing adjacent animal control facility to remain or be expanded.

The second component of the proposed amendment relates to changes to the City's parking standards. The amendment would revise parking standards for development located both within and outside the newly defined Orange Avenue Corridor Commercial zone. The significant changes involve the creation of new parking standards for all development occurring within the Orange Avenue Corridor. Existing parking standards would be revised to require that parking be based on floor area, rather than the current complex method of assessing number of employees, restaurant seats, parking allocation credits, etc. Restaurants on all floors would be required to provide 1 parking space per

100 sq.ft. of floor area. Other commercial uses would be required to provide parking at a ratio of 1 space per 500 sq.ft. of floor area, except that on parcels 7,000 sq.ft. or less, no parking would be required for uses on the first floor. Nevertheless, most existing parking spaces would remain since, as proposed, existing parking spaces would have to be maintained to a requirement of 1 space per 500 sq.ft. of existing floor area.

The third component of the amendment involves changes to the Major and Minor Special Use Permit requirements for new development in the proposed Commercial zone. As proposed, none of the permitted uses in the Commercial zone uses would require a Major Use Permit. Many uses would be permitted by right, others would be required to get a Minor Special Use Permit. Because the City's coastal permit process is designed such that only development that requires a discretionary action by the Council, which includes Major but not Minor Special Use Permits, needs a CDP, the proposed amendment would eliminate the coastal permit requirement for new development in the Orange Avenue Corridor.

SUMMARY OF STAFF RECOMMENDATION

Staff recommends that, following a public hearing, the Commission deny the proposed City of Coronado Land Use Plan and Implementation Plan Amendment #1-03 as submitted, and then approve the amendment subject to the suggested modifications listed below.

Staff is recommending suggested modifications that add additional policy language to the LUP supporting the continued provision of adequate parking for all new development, an emphasis on public transit and other alternative forms of transportation, and prioritizing visitor-serving public parking. Suggested Modifications call for the development of a parking implementation program for the Orange Avenue Corridor, that will evaluate and address the impacts that parking deficiencies in the Corridor could have on public access to the shoreline. Specific measures to reduce parking impacts and improve access to the coast will be incorporated into the LCP Implementation Plan.

Other Suggestion Modifications clarify the City's proposed parking standards for the Orange Avenue Corridor to ensure that the proposed standards preserve existing parking and do not result in a significant reduction in the amount of parking required for new development.

In order to assure that new development projects continue to be reviewed for consistency with the certified LCP, Suggested Modifications have been added to require that all uses that require a Minor Special Use Permit also require a coastal permit. As modified, no uses that currently require a coastal permit would be exempted from the coastal permit requirement.

The appropriate resolutions and motions begin on page 4. The suggested modifications begin on page 6. The findings for denial of the Land Use Plan Amendment as submitted and approval if modified begin on page 9. The findings for denial of the Implementation Plan Amendment as submitted and approval, if modified, begin on page 21.

ADDITIONAL INFORMATION

Further information on the City of Coronado LCP amendment #1-03 (Orange Avenue Corridor) may be obtained from Diana Lilly, at (619) 767-2370.

PART I. OVERVIEW

A. LCP HISTORY

On June 23, 1981, the City of Coronado's Land Use Plan was deemed effectively certified, following the incorporation of modifications suggested in the Coastal Commission's March 13, 1981 action. Those modifications pertained to the Shoreline Access, Recreation and Visitor-Serving Facilities, Visual Resources and Special Communities, Public Works and Locating and Planning New Development components of the City's Land Use Plan. The Implementation Plan was certified with suggested modifications on September 28, 1983. The suggested modifications addressed exemptions from coastal permit requirements, definitions of several terms, procedures for recordation of documents, minor corrections to the Coastal Permit Ordinance and the removal of the Tidelands Overlay Zone from the ordinance package, as this area is under the San Diego Unified Port District's control, rather than the City of Coronado's. The ordinances were amended and the City assumed permit authority on January 11, 1984. There have been a number of amendments to the Land Use Plan and Implementing Ordinances since that time.

B. STANDARD OF REVIEW

The standard of review for land use plans, or their amendments, is found in Section 30512 of the Coastal Act. This section requires the Commission to certify an LUP or LUP amendment if it finds that it meets the requirements of Chapter 3 of the Coastal Act. Specifically, it states:

Section 30512

(c) The Commission shall certify a land use plan, or any amendments thereto, if it finds that a land use plan meets the requirements of, and is in conformity with, the policies of Chapter 3 (commencing with Section 30200). Except as provided in paragraph (1) of subdivision (a), a decision to certify shall require a majority vote of the appointed membership of the Commission.

Pursuant to Section 30513 of the Coastal Act, the Commission may only reject zoning ordinances or other implementing actions, as well as their amendments, on the grounds that they do not conform with, or are inadequate to carry out, the provisions of the certified land use plan. The Commission shall take action by a majority vote of the Commissioners present.

C. PUBLIC PARTICIPATION

The City has held Planning Commission and City Council meetings with regard to the subject amendment request. All of those local hearings were duly noticed to the public. Notice of the subject amendment has been distributed to all known interested parties.

PART II. LOCAL COASTAL PROGRAM SUBMITTAL - RESOLUTIONS

Following a public hearing, staff recommends the Commission adopt the following resolutions and findings. The appropriate motion to introduce the resolution and a staff recommendation are provided just prior to each resolution.

- I. **MOTION I:** *I move that the Commission certify the Orange Avenue Corridor Land Use Plan Amendment #1-03 for the City of Coronado as submitted.*

STAFF RECOMMENDATION OF DENIAL OF CERTIFICATION:

Staff recommends a **NO** vote on the motion. Failure of this motion will result in denial of the land use plan amendment as submitted and adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the appointed Commissioners.

RESOLUTION TO DENY CERTIFICATION OF CORONADO LAND USE PLAN AMENDMENT #1-03 AS SUBMITTED:

The Commission hereby denies certification of the Land Use Plan Amendment for the City of Coronado as submitted and finds for the reasons discussed below that the submitted Land Use Plan Amendment fails to meet the requirements of and does not conform to the policies of Chapter 3 of the California Coastal Act. Certification of the plan would not comply with the California Environmental Quality Act because there are feasible alternatives or mitigation measures that would substantially lessen any significant adverse impact which the Land Use Plan Amendment may have on the environment.

- II. **MOTION:** *I move that the Commission certify the Orange Avenue Corridor Land Use Plan Amendment #1-03 for the City of Coronado if modified in accordance with the suggested changes set forth in the staff report.*

STAFF RECOMMENDATION: CERTIFICATION IF MODIFIED AS SUGGESTED:

Staff recommends a **YES** vote on the motion. Passage of the motion will result in certification with suggested modifications of the submitted land use plan amendment and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the appointed Commissioners.

RESOLUTION TO CERTIFY SUBMITTED LAND USE PLAN AMENDMENT IF MODIFIED AS SUGGESTED:

Subject to the following modifications, the Commission hereby certifies the Land Use Plan Amendment for the City of Coronado as submitted and finds for the reasons discussed herein that, if modified as suggested below, the submitted Land Use Plan Amendment will meet the requirements of and conform to the policies of Chapter 3 of the California Coastal Act. Certification of the plan if modified as suggested below 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 plan on the environment, or 2) there are no further feasible alternatives or mitigation measures which could substantially lessen any significant adverse impact which the Land Use Plan Amendment may have on the environment.

III. **MOTION:** *I move that the Commission reject the Implementation Program Amendment #1-03 for the City of Coronado as submitted.*

STAFF RECOMMENDATION OF REJECTION:

Staff recommends a **YES** vote. Passage of this motion will result in rejection of Implementation Program Amendment and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

RESOLUTION TO DENY CERTIFICATION OF THE IMPLEMENTATION PROGRAM AMENDMENT AS SUBMITTED:

The Commission hereby denies certification of the Implementation Program Amendment submitted for the City of Coronado and adopts the findings set forth below on grounds that the Implementation Program Amendment as submitted does not conform with and is inadequate to carry out the provisions of the certified land use plan. Certification of the Implementation Program Amendment would not meet the requirements of the California Environmental Quality Act as there are feasible alternatives and mitigation measures that would substantially lessen the significant adverse impacts on the environment that will result from certification of the Implementation Program Amendment as submitted

- IV. **MOTION:** *I move that the Commission certify the Implementation Program Amendment #1-03 for the City of Coronado if it is modified as suggested in this staff report.*

STAFF RECOMMENDATION:

Staff recommends a YES vote. Passage of this motion will result in certification of the Implementation Program Amendment with suggested modifications and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

RESOLUTION TO CERTIFY THE IMPLEMENTATION PROGRAM AMENDMENT WITH SUGGESTED MODIFICATIONS:

The Commission hereby certifies the Implementation Program Amendment for the City of Coronado if modified as suggested and adopts the findings set forth below on grounds that the Implementation Program Amendment with the suggested modifications will conform with and be adequate to carry out the provisions of the certified land use plan. Certification of the Implementation Program Amendment if modified as suggested 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 Implementation Program Amendment on the environment, or 2) there are no further feasible alternatives and mitigation measures that would substantially lessen any significant adverse impacts on the environment.

PART III. SUGGESTED MODIFICATIONS

Staff recommends the following suggested revisions to the proposed LCP be adopted. The underlined sections represent language that the Commission suggests be added, and the ~~struck-out~~ sections represent language which the Commission suggests be deleted from the language as currently adopted.

Land Use Plan

1. On page 13 of the Land Use Plan, Section III. A., add the following policy:
 - A. PUBLIC ACCESS

[...]

5. Wherever appropriate and feasible, add public facilities, including parking areas or facilities, to mitigate against the impacts of overcrowding or overuse by the public of any single area.

2. On page 22, Section III. J. LOCATING AND PLANNING NEW DEVELOPMENT, add the following to section 2:

2. Assure that new development permitted within the City be designed to maintain public access to the coast by:

A. Providing adequate parking facilities or providing substitute means of serving the development with public transportation;

3. On page 24 of the certified Land Use Plan, item #11 shall be revised as follows:

IV. ADOPTED ACTION PROGRAM

The following actions are adopted goals of the City of Coronado:

A. SHORELINE ACCESS

[...]

11. That the City facilitate shoreline access by developing a program to provide additional and to maintain adequate public parking spaces in and near the Central Commercial Zone Orange Avenue Corridor and coastal recreational areas of the City. This parking implementation program shall implement the following Land Use Plan goals and be developed as a Local Coastal Program implementation measure:

A. The City shall develop a survey of the amount and utilization of parking currently available for public recreational use, and the current and future demand for such parking for beach and shoreline access in the nearshore areas at the northern and southern ends of the Orange Avenue Corridor.

B. The City shall evaluate the impact that development in parking impacted areas of the Orange Avenue Corridor has on public access to the shoreline, specifically in the nearshore areas southeast of F Street, northeast of 2nd Street and within the Glorietta Bay Master Plan area.

C. The City shall develop and implement specific measures designed to address any parking shortfalls identified in coastal recreational or tourist commercial areas.

D. New development in the Orange Avenue Corridor shall be encouraged to provide more off-street parking than the minimum required, and the City may require additional parking beyond the minimum necessary to meet the parking standards within the

specific plan, if necessary to address any potential adverse impacts on public access to the coast.

E. Specific measures to promote the City's leasing or assuming liability for public parking in existing private facilities during those hours for which those facilities are closed shall be developed and implemented.

F. The plan shall evaluate the feasibility of constructing a central parking facility paid for in part or in whole through development in-lieu fees.

[...]

16. That the City continue to assure that adequate public parking facilities are available in all areas of the City. Maintaining sufficient, free public parking for visitors shall be a priority in shoreline areas.

17. That the City encourage the utilization or reconfiguration of public right-of-way for public parking use.

Implementation Plan/Zoning Ordinance

4. Chapter 86.70 COASTAL PERMITS, shall be revised as follows:

86.70.060 Categorically Exempt Geographic Areas.

A. Those uses or activities permitted for a particular zone by the Coronado Municipal Code which do not require a discretionary action on the part of the City (i.e., Planning Commission or City Council interpretation, issuance of a Major or Minor Special Use Permit, or issuance of a variance to either the regulation of the amount of landscaping required or to any standard in Chapters 86.58, 86.64, 86.70, 86.72, 86.74, 86.76) shall be exempt in that zone from the City Coastal Permit process for those areas that are neither under the California Coastal Commission appeal authority nor within the Coastal Commission's direct permit jurisdiction. ~~Additions~~ Changes to the list of land uses that may be allowed without a ~~Minor Special Use Permit~~ discretionary action shall require a Local Coastal Program amendment.

5. Pursuant to the above cited section 86.70.060, Exhibit #4, Titled "Supplemental Material Provided for City of Coronado LCP Submittal" contains a list of uses that currently require a Major Special Use Permit, and as proposed, would either be permitted by right, or with a Minor Special Use Permit. The list itself is not contained with the certified LCP, but will be a part of the Orange Avenue Specific Plan, in the form of a matrix showing permit requirements for various types of development.

The list, and any and all documents that contain the list in any form, including the Orange Avenue Specific Plan, shall be revised to indicate that the following items in the proposed new C zone require issuance of a Minor Use Permit: **Live Theatre; Sports Facility; Health Care Facility, Auto Showroom; Building Material Sales, Indoor.**

The below sections represent new language that the City is proposing. The underlined sections represent language that the Commission suggests be added, and the ~~struck-out~~ sections represent language which the Commission suggests be deleted from the language as proposed.

6. The proposed new section Title 88 shall be revised as proposed:

Title 88 Orange Avenue Corridor Specific Plan
Chapter IV Commercial Zone

IV. J. OFF STREET PARKING

J.1 Purpose

It is the purpose of this Section to provide for regulations governing the number of parking spaces required based on the type of use in the Commercial District. No other Chapter shall be used to determine or exempt the number of parking spaces required through this Section.

J.2 Regulations

[...]

f. Irrespective of any other requirements of this section, Existing parking spaces must be maintained to a requirement of at least one space per each 500 square feet of existing building floor area. "Existing" refers to parking spaces and floor area present at the time this Section takes effect.

**PART IV. FINDINGS FOR DENIAL OF CERTIFICATION OF THE
CORONADO LAND USE PLAN AMENDMENT #1-03, AS
SUBMITTED AND APPROVAL, IF MODIFIED**

A. AMENDMENT DESCRIPTION

The amendment involves several changes to both the City's land use map and certified zoning ordinance to incorporate provisions of the City's new Orange Avenue Corridor Specific Plan, changes to the City's parking standards, and changes to the types of developments requiring either Major or Minor Use Permits. Although the City of Coronado is located entirely within the coastal zone, only limited portions of the City's general plan and zoning ordinance have been adopted as the certified LCP. The City is

not proposing to incorporate the Orange Avenue Corridor Specific Plan into the City's LCP; instead, only the portions of the LCP that are affected by the new specific plan are proposed to be amended to be consistent with the specific plan.

Orange Avenue is the City's main commercial corridor and the main access route through the City. The corridor is the location of almost all of the City's business zoned property except for the Hotel & Motel zone, and the Commercial Recreation zone, which are not land use designations found along Orange Avenue (although there are both motels and commercial recreation uses located in the corridor). Land uses located along the corridor include high density residential, retail and office, motels, restaurants, and a variety of public uses.

Land Use Map Changes

The first proposed amendment to the Land Use Plan (LUP) involves a change to the land use map to reflect a consolidation of the City's existing L-C (Limited Commercial) and C-C (Central Commercial) zones into one new C (Commercial) zone (see Exhibits #5, #6). Currently, the only areas of the City where these two land use/zoning designations exist are in the newly defined Orange Avenue Corridor along Orange Avenue. Other map changes include redesignating the old Police Station site located at the northwest corner of 6th Street and Orange Avenue from C-U (Civic Use) to R-4 (Multiple-Family Residential) with a Civic Use Overlay in order to allow for either the development of senior and/or affordable multi-family residential development, or for the possibility of the existing animal control facility to remain or be expanded (see Exhibit #6).

Currently, the descriptions of the Limited Commercial and Central Commercial land use designations are located in the City's zoning ordinance, not in the LUP, (and not in a portion of the zoning ordinance which is part of the LCP Implementation Plan), and the City is not proposing to incorporate the new Commercial zone into the LUP/IP either.

Therefore, the only change proposed by the City with regard to the zone consolidation is the change to the LUP map itself. The change to the Major and Minor Use Permit requirements and how that change affects the coastal permit requirement is not addressed in the existing certified LUP or in the proposed changes to the LUP.

Parking Standards

The second component of the LUP amendment relates to changes to the City's parking standards. The amendment would revise parking standards for development located both within and outside the Orange Avenue Corridor Commercial zone.

The proposed amendment affects the specific parking requirements located under the PUBLIC WORKS section of the City's LUP (Section I-8). These identical requirements are also located in the City's Zoning Code, in the OFF-STREET PARKING chapter, subsection 86.58.030 (Number of Spaces Required), which is part of the City's certified LCP Implementation Plan. Thus, the changes described below are also proposed in the City's LCP Implementation Plan.

Outside of the Orange Avenue Corridor, in the section of the LUP that contains parking standards that will apply to the rest of the City, the amendment removes several outdated sections that no longer apply, and consolidates several other categories. The amendment adds a specific standard for residential projects with senior housing (1 space per dwelling unit) and for residential projects with affordable housing (1.5 spaces per each affordable dwelling unit). The amendment also renames the section on Full Service and other types of Restaurants to "Eating and Drinking Establishments, Fast-Food, and Formula Fast Food". No changes to these standards are proposed.

The specific standards and requirement for extra parking for facilities with drive-up windows would be eliminated. Drive-through restaurants are currently not permitted in the City, and as proposed, other drive-up uses, such as banks, would be required only to meet the retail parking ratio based on the square footage. The amendment would streamline the existing parking standards for Mixed Use development. Currently, there are several exceptions to the existing standard (which is 2 parking spaces per dwelling unit plus the parking required for the other uses on the site) for various types of mixed use projects, and the amendment would eliminate those exceptions.

For parking requirements within the Orange Avenue Corridor, the amendment would create a new section in the LUP (and IP) on parking requirements for the Orange Avenue Corridor Commercial zone (see Exhibit #2, pg. 7). The amendment essentially provides one set of standards for restaurants, and one for all other commercial development, including hotels and motels. Currently, parking for restaurants is calculated using a complex formula taking into account the number of seats, bench space, employees, parking allocation credits, etc.

The proposed amendment would simplify the existing standards by requiring eating and drinking establishments on all floors to provide 1 parking space per 100 sq.ft. of floor area, plus Formula Fast Food Restaurants must provide a minimum of 10 parking spaces, regardless of floor area.

For all other commercial development, the proposed amendment would impose the following requirements.

On parcels 7,000 sq.ft. or less, no parking would be required for uses on the first floor.

On larger parcels, or parcels that have more than 65 lineal feet of street frontage, parking would have to be provided at a ratio of 1 space per 500 sq.ft. of floor area.

Second floor uses on any size parcel would have to provide 1 space per 500 sq.ft. of floor area.

However, in redevelopment, *existing* parking spaces would have to be maintained to a requirement of 1 space per 500 sq.ft. of existing floor area.

B. CONFORMANCE WITH SECTION 30001.5 OF THE COASTAL ACT

The Commission finds, pursuant to Section 30512.2b of the Coastal Act, that portions of the Land Use Plan as set forth in the preceding resolutions, are not in conformance with the policies and requirements of Chapter 3 of the Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act which states:

The legislature further finds and declares that the basic goals of the state for the Coastal Zone are to:

- a) Protect, maintain and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and manmade resources.
- b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.
- c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resource conservation principles and constitutionally protected rights or private property owners.
- (d) Assure priority for coastal-dependent and coastal-related development over other development on the coast.
- (e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

The Commission therefore finds, for the specific reasons detailed below, that the land use plan does not conform with Chapter 3 of the Coastal Act or the goals of the state for the coastal zone.

C. CONFORMITY WITH CHAPTER 3 OF THE COASTAL ACT

1. Findings for Denial, as Submitted

a. Locating New Development/Visitor Serving Uses/Recreation

The following Coastal Act policies are relevant to the proposed LCP amendment:

Section 30213.

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

Section 30222.

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

Section 30251.

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. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

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, (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.

Land Use Changes

The Coastal Act prioritizes visitor-serving commercial recreational facilities over general commercial and private residential development. The proposed consolidation of the Central Commercial and Limited Commercial zones into one Commercial zone will not substantially change the types of uses allowed along Orange Avenue. The new Commercial zone will allow a mix of retail commercial and visitor-serving uses compatible with the tourist-destination character of this portion of the City and meets the requirements of the public access and recreation policies of the Coastal Act.

However, the changes to the types of permits required for these allowable uses is a problem and will be addressed more fully in the Implementation Plan section of this report, because the changes to the LCP are proposed in the Implementation Plan, not in the LUP. By changing the permit requirement from Major Use Permit to Minor Use Permit, the requirement for a coastal development permit is affected due to the structure

of the City's zoning code. As currently certified, the coastal development permit requirement is tied to the type of other discretionary action also required. Currently, development requiring a Minor Use Permit would not require a coastal development permit. Therefore, the list of allowable uses and permit requirements contained in the Orange Avenue Corridor Specific Plan that would only require a Minor Use Permit for such development as hotels, churches, car washes, veterinary hospitals, large-scale retail development, and so on is a concern.

It is through the coastal development permit that the provisions of the LCP and Coastal Act are implemented and enforceable. Therefore, as submitted, the changes to the allowable uses and permit requirements are not in conformance with the Coastal Act because they adversely affect the ability of the City to implement Coastal Act policies through the coastal development permit process.

Parking Standards

Section 30252 requires that new development maintain and enhance public access to the coast by providing adequate parking facilities, or providing substitute means of serving the development with public transportation. As described above, the amendment would revise parking standards both within and outside of the newly defined Orange Avenue Corridor. The changes that would effect development outside of the Corridor are minor, and discussed below under the findings for approval of the amendment.

With regard to the new parking standards for the Orange Avenue corridor, although it appears the proposed standards would require significantly less on-site parking, it is difficult to do a direct comparison between the City's existing parking standards and the proposed changes in the Orange Avenue Corridor. This is due to the complexity and variety of the City's existing standards, and the different methods used to determine the parking requirements. For example, the existing parking requirement for Hotels is the following:

I. Hotels or Motels. One space per two habitable or dwelling units; one space per two employees, determined at the month, day and hour when the greatest number of employees are on duty; 20 percent of the parking spaces required by this Chapter for meeting halls; and 30 percent of the parking spaces required by this Chapter for all other uses on the site (e.g., restaurants, bars, nightclubs, general commercial or retail use, et cetera).

For retail and office use the existing standards are:

K. Business Office, Service, Professional or Retail Use. One space per five hundred square feet of gross floor area, plus one parking space per two employees, determined at the month, day and hour when the greatest number of employees are on duty, with a minimum of five spaces required for Banks and Savings and Loan Associations.

For service stations, the existing standard is:

P. Service Stations. There shall be a minimum of five off-street parking spaces or one off-street parking space for each pump island and two off-street parking spaces for each service bay whichever is greater; plus one parking space per two employees, determined at the month, day and hour when the greatest number of employees are on duty.

The proposed amendment would require parking for all of these uses to be provided as follows: for smaller parcels, no parking for first floor uses and 1 space per 500 square feet of second floor uses. For larger parcels, 1 space per 500 square feet for both first and second floor uses. In either case, existing parking spaces on the site would have to be maintained to a requirement of 1 space per 500 sq.ft. of floor area.

To further complicate the comparison of the existing and proposed parking standards, the City currently has very generous "grandfathering" provisions that allow for substantial additions and expansions of existing uses without requiring additional spaces. The City has indicated that, as proposed, these existing grandfathering exceptions to the parking standards would not be allowed in the Orange Avenue Corridor.

Thus, in order to assess the impact the proposed changes would have on parking requirements, the City undertook two separate analyses. First, City staff developed a list of sample projects and compared the parking requirements under the existing and the proposed codes. This analysis determined that in most cases, because of the elimination of the grandfathering provisions, developments under the proposed amendment would require as much or more parking than under the existing code (see Exhibit #3 for specific examples). Thus, the proposed parking changes are not expected to result in a substantial change in the number of parking spaces required for development along the Orange Avenue Corridor.

However, although the proposed amendment may not result in substantial changes in the amount of parking required for new or expanded development, it is important to evaluate the current state of parking demand and availability. Thus, the City of Coronado undertook a parking study that inventoried the existing parking supply, compared the existing parking supply with the existing parking requirements, projected future parking demand, and made recommendations for future parking policies (The Downtown Specific Plan Parking Study, The Mission Group, 10/15/02).

The study reached several conclusions. The study divided the Orange Avenue corridor into a Northern and Southern Districts, and examined the existing supply of parking compared to current code requirements. Given the amount and type of existing development in the Northern area, 556 off-street parking spaces would be required by the code, but only 448 spaces are supplied, and that includes both on and off-street spaces.

The Southern District has a greater shortfall. The City's ordinance specifies 2,101 off-street parking spaces but only 1,286 spaces are provided (off and on-street), leaving a

deficit of 815 parking spaces in the north. Part of the reason for the great difference between the number of spaces required and the number of spaces provided, is that the calculation of spaces required did not take into account the grandfathering allowances noted above. For years, existing uses have used these provisions to expand without adding additional parking spaces.

However, perhaps more important than the raw number of spaces, is the actual parking utilization patterns. The study took a weekend count on June 1, 2002, and weekday counts on June 11, 12, or 13, 2002. The study determined that demand for on-street parking in the Orange Avenue Corridor is high on both weekdays and weekends. Much of the commercial core is considered "parking impacted," meaning that demand outstrips supply. In the Northern area, despite high parking occupancy rates on many street segments, some parking was available within one block of virtually every intersection in the study area. But the problem is especially pronounced in the Southern portion, which had the greatest demand during the day, as well as additional evening impacts. The study estimated that a significant parking shortfall occurs in the Southern area during peak periods on both weekdays and weekends, to the point where lack of parking may be discouraging downtown visitors.

The Commission is concerned with parking impacts on the Orange Avenue Corridor for several reasons. Orange Avenue is the city's main commercial core, where almost of the visitor-serving, tourist related commercial uses are located. Lack of parking discourages visitor use of these high priority developments. Secondly, all of the City of Coronado is within the coastal zone, and almost all of it is within easy walking distance of the shoreline. Spill-over effects from inadequate parking for private business on available on-street parking would adversely impact the general public's ability to use and access the beach and shoreline facilities. As noted above, because of the elimination of the grandfathering exceptions, the proposed changes in the parking standards will likely not worsen the existing situation. However, nothing in the proposed amendment specifies that the existing grandfathering provisions will not apply in the Orange Avenue Corridor (this is addressed further in the Implementation Plan section of this report). In addition, the City's parking study did not specifically address how the Orange Avenue parking deficits are currently impacting, or might impact in the future, public shoreline access, or how these impacts can be mitigated. Therefore, as submitted, the Commission finds the proposed changes to the parking standards alone, are not adequate to meet the requirements of Section 30252 and the public access policies of the Coastal Act.

b. Shoreline Access

The following Coastal Act policies are relevant to the proposed LCP amendment:

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 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 30212.5.

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

As stated above, a parking study was prepared for the City that evaluated on-site and on-street parking availability within the Orange Avenue Corridor and the area immediately adjacent to it. The parking study identified the Orange Avenue Corridor as "impacted" and included a number of a goals and recommendations to help improve the parking situation in the future. These recommendations include ensuring that new development provides sufficient off-street parking, exploiting opportunities to increase off and on-street parking, using private parking areas for public parking after business hours, exploring in-lieu fees for construction of a parking structure, and so forth. However, these have not been proposed to be incorporated into the LUP.

The concern regarding the reduced parking requirements as it relates to the Coastal Act, is how the reduced parking standards for new development may affect the availability of on-street parking for public recreation and beach use. The recommendations in the parking study suggest several ways the public parking supply could be increased in the City in connection with review of new and redevelopment within the Orange Avenue Corridor. However, those standards are not proposed to be in the certified LUP and therefore, would not be standards used by the City in review of development in this area.

In addition, the City staff has indicated that a parking implementation program, based on the Orange Avenue parking study, will developed in the near future. However, the City has not proposed that specific goals for this study be incorporated into the LUP, or that the program be part of the City's Implementation Plan. In addition, there is one reference in the certified LUP to the existing Central Commercial zone, which would be affected by the proposed LUP zone consolidation. Under Section IV. ADOPTED ACTION PROGRAM, under A. SHORELINE ACCESS, item #11 states:

11. That the City facilitate shoreline access by developing a program to provide additional parking spaces in and near the Central Commercial Zone.

Because the amendment would eliminate the Central Commercial, this important action goal would be nullified, which would adversely impact shoreline access, inconsistent with the public access policies of the Coastal Act.

Finally, the parking study that was done for the specific plan did not evaluate the current parking supply and demand to serve the public recreational uses at the north and south ends of Orange Avenue and within the Glorietta Bay Master Plan area. These are the prime visitor-serving and public recreational use nodes within the City. The Commission finds, in order to determine the impact of new and redevelopment within the Orange Avenue Corridor on public access to the shoreline, those areas which contain on-street parking for shoreline and recreational use should be included within the study area for purposes of developing an implementation plan. Without those areas included, and specific goals in the LUP directed at addressing, in review of development proposals, the adequacy of and impacts to the available public parking supply, the LUP plan and proposed revisions does not meet the requirements of the public access policies of the Coastal Act.

2. Findings for Approval of the Land Use Plan, If Modified

a. Conformance with Section 30001.5 of the Coastal Act.

The Commission finds that the proposed LUP amendment for the Coronado Land Use Plan is approvable, if modified, to ensure that shoreline access, visitor-serving and recreational uses are preserved. These modifications are addressed in detail below. The Commission therefore finds the amendment, as recommended for modification, would be consistent with applicable Chapter 3 policies to the extent necessary to achieve the statewide goals as set forth in Section 30001.5 of the Act, as previously cited.

b. Shoreline Access/Visitor-Serving and Recreational Uses

Land Use Map Changes

As stated above, the proposed consolidation of the Central Commercial and Limited Commercial zones into one Commercial zone will not substantially change the types of uses allowed along Orange Avenue. A wide range of commercial activities similar to the two existing zones will be permitted in the proposed Commercial zone. The consolidation is not expected to have any adverse impact on the availability of high priority uses such as commercial recreation or overnight visitor accommodations.

The amendment would result in a small reduction in area zoned for Civic Uses. The old Police Station site located at the northwest corner of 6th Street and Orange Avenue would be rezoned from C-U (Civic Use) to R-4 (Multiple Family Residential) with a Civic Use Overlay to allow either the development of senior and/or affordable multi-family residential development, or allowing for the existing adjacent animal control facility (a civic use) to remain or be expanded. The police station has been relocated, and the redesignation to residential uses will be compatible with zoning of properties to the north and east. The City has identified a need for the development of affordable or senior housing in the area, but wants to retain the possibility of expand the existing animal control facility should that become a priority in the future. The corner lot is across the street from a large existing civic area and park, and the small potential loss of area

available for civic uses is not expected to have an adverse impact on the City's ability to provide civic and/or recreational uses. Therefore, the proposed Land Use Map amendment can be found consistent with the Coastal Act.

Parking Standards

The changes to the parking standards applying to the portions of the City outside the Orange Avenue Corridor are fairly minor revisions that are not expected to significantly change the number of parking spaces required for new development, reduce the supply of existing parking, or have any adverse impacts on shoreline access or access to visitor-serving tourist commercial uses.

Within the Orange Avenue Corridor, however, parking is currently impacted. Although the proposed changes to the parking standards are not expected to significantly decrease the amount of parking required for new development, the LUP does not currently contain goals or recommendations designed to ensure that the redevelopment of Orange Avenue Corridor does not, in the future, result in adverse impacts to tourist-related uses and access to the shoreline. In particular, the Commission finds the City should emphasize maintaining the existing supply of available parking for public recreational use and to develop the means to increase that supply, when possible. To this end, the Commission is suggesting language similar to that contained in Section 30212.5 be added to the Shoreline Access section of the LUP to assure, in review of future development proposals, the City considers the location of and demand for public parking facilities to serve the needs of visitors and residents, and not result in overcrowding or overuse of any area of the City's shoreline.

With redevelopment along the Orange Avenue Corridor, population increases, the opening of the downtown ballpark (and use of the Ferry Landing to access the ballpark), an emphasis on alternative forms of transportation will continue to be critical to offsetting impacts of traffic on the ability to access the shoreline. Currently, the City has a number of public and alternative forms of transit available:

- **Ferry Service:** All day ferry service is provided from San Diego Broadway Pier to the Coronado Ferry Landing Commercial Marketplace. 9 a.m.-9:30 p.m. Sunday-Thursday and 9 a.m.- 10:30 p.m. Saturdays and Sundays. At the Ferry Landing Marketplace visitors and residents can enjoy shops, restaurants, bicycle rentals, beach (bay) areas, and promenade along the bay front. From this location, tourists can also board the Coronado Shuttle (Route 904) that will take individuals to various destinations along Orange Avenue and down the Silver Strand.
- **Coronado Shuttle (904):** The Coronado Shuttle is available for use Monday-Sundays including all holidays from 10:00 a.m. -7:00 p.m. This shuttle is a community oriented service that provides convenient access to all of the commercial areas and hotels within the community along with nearby beach and bay front recreational areas. Pick-up/Departure locations include the Marriot, Landing Marketplace, 4th Street and Orange Avenue, Orange Avenue & Dana Place (near Hotel del Coronado), Strand Highway at City Hall (near bay front and beach front promenades), Coronado Cays, Loews Resort.

- **Bicycling:** There are over 15 miles of dedicated bike and rollerblading paths within the community. There are also 3 bicycle rental shops along the commercial area and 2 of the hotels also provide bicycle rentals. Bicyclists can also visit Coronado from San Diego using the Coronado Ferry.
- **Pedicabs:** Pedicabs are allowed within the community and the City is currently working on an ordinance that would allow electric minicabs.
- **Shuttle Service** is available from the San Diego airport to all hotels within the community. The Hotel del Coronado also provides its own shuttle service for guests from the airport to Coronado.
- **Taxi Service** is provided by two primary companies within the City. Yellow Cab and Crown City Cab. These services are available throughout the community.
- **Old Town Trolley Tours:** Several tourists enjoy using the Old Town Trolley Tours to see and visit Coronado as well as other key locations in San Diego. The trolley can be picked up every half-hour in the 1100 block of Orange Avenue in front of McP's restaurant in Coronado.

Suggested Modification #2 completes the LUP policy that paraphrases Section 30252 of the Coastal Act to reference provision of substitute means of serving the development with public transportation, as an alternative to required parking. All new development in the future should be reviewed for the potential to incorporate alternative means of transit to reduce and offset impacts to traffic and circulation.

Further, there is one reference in the certified LUP to the existing Central Commercial zone, which would thus be affected by the proposed zone consolidation. Under Section IV. ADOPTED ACTION PROGRAM, under A. SHORELINE ACCESS, item #11 states:

12. That the City facilitate shoreline access by developing a program to provide additional parking spaces in and near the Central Commercial Zone.

Suggestion Modification #3 revises and expands this language. Because the amendment would eliminate the Central Commercial zone, the modification specifies that the provision of additional, and the maintenance of existing parking, occur in the Orange Avenue Corridor and coastal recreation areas of the City, consistent with the commercial recreation and shoreline access policies of the Coastal Act. In addition, the Commission finds the LUP should contain specific goals to be implemented in connection with implementation of the Orange Avenue Corridor Specific Plan, and utilized in review of new development and redevelopment of the corridor. When the City completes the implementation phase, it should also be incorporated into the certified LCP to assure its implementation through the coastal development permit process. As part of that phase, the Commission is suggesting the City include a study of the existing and future supply and demand for public parking facilities in nearshore areas to serve the needs of visitors and residents alike. Emphasis should be placed on increasing the supply of public parking, when possible. In addition, when considering development proposals that are only providing the minimum amount of required parking, the City should consider the impact on recreational parking in nearshore areas, and require additional on-site parking,

if warranted, to offset an adverse effect on public access to the shoreline. With these changes as goals for future development, the Commission finds the proposed LUP consistent with the public access and recreational policies of the Coastal Act, as well as Section 30252.

**PART IV. FINDINGS FOR DENIAL OF CORONADO IMPLEMENTATION
PLAN AMENDMENT #1-03, AS SUBMITTED AND APPROVAL, IF
MODIFIED**

A. AMENDMENT DESCRIPTION

Major and Minor Use Permits

As part of the consolidation of the Central Commercial and Limited Commercial zones into a new Commercial zone, the city has made changes to the type of special use permits (Major or Minor) required for various land uses. Minor Special Use Permits may be granted by the Planning Commission, subject to an appeal to the City Council. Major Use Permits must be approved by the City Council. The City's certified LCP Implementation Plan exempts projects which do not require a discretionary action on the part of the City, including a Major Special Use Permit, from the City coastal permit process.

The City of Coronado is unusual in that many developments, including restaurants and most retail uses in the L-C and C-C zones do not currently require coastal development permits. Exhibit #4 lists the uses in the CC and LC zones which currently require a Major use permit, compared to the proposed permit requirements in the new C zone. A direct comparison is difficult because the City is proposing to revise the categories of uses somewhat, and a couple of currently permitted uses would be prohibited altogether, including mixed use development, and projects over 2 stories high. However, as proposed, hotels and motels, formula retail, and projects consisting of more than 15,000 sq.ft., and a number of other uses that currently require a Major Special Use Permit, would be permitted with a Minor Special Use Permit. In fact, as proposed, none of the permitted uses in the Commercial zone uses would require a Major Use Permit. Therefore, the effect of the proposed amendment would be to exempt all Commercial zone uses in the Orange Avenue Corridor from the coastal permit process.

Parking Standards

As previously discussed, the same changes proposed to the parking standards in the LUP would also be changed in the LCP Implementation Plan/Zoning Ordinance.

B. CONFORMITY WITH THE CERTIFIED LAND USE PLAN

The standard of review for LCP implementation submittals or amendments is their consistency with and ability to carry out the provisions of the certified LUP. Pursuant to Section 30513 of the Coastal Act, the Commission may only reject zoning ordinances or other implementing actions, as well as their amendments, on the grounds

that they do not conform with, or are inadequate to carry out, the provisions of the certified land use plan. The Commission shall take action by a majority vote of the Commissioners present.

In those cases when a local government approves implementing ordinances in association with a land use plan amendment and both are submitted to the Commission for certification as part of one LCP amendment, Section 13542 of the Commission's Code of Regulations is applicable. Section 13542 (c) states, in part:

- (c) The standard of review of the implementing actions shall be the land use plan as certified by the Commission. If the land use plan is conditionally certified subject to local government acceptance of the suggested modifications, the standard of review shall be the conditionally certified land use plan. However, if the local government elects to revise and resubmit the land use plan in a manner different from that set forth in the suggested modifications of the conditional certification, the Commission's approval of the implementing actions shall be void. Absent either a certified or conditionally certified land use plan, the Commission may take no action on the implementing actions....

The following LUP policies are relevant to the proposed amendment.

1. **Locating New Development/Visitor Serving/Recreation**

Under the LUP Section III. ADOPTED POLICY:

- B. **RECREATION AND VISITOR SERVING FACILITIES**

1. Preserve existing public recreational facilities for public use.
2. Maintain the quality and number of existing visitor accommodations at or above their present levels, and encourage the provision of new low-cost visitor accommodations and the expansion of existing low-cost visitor accommodations.
3. Increase access to and encourage the use of the extensive beach frontage along the Silver Strand.
4. Preserve and protect identified environmentally sensitive areas along the shoreline where feasible.
5. Encourage the protection of any available public waterfront land suitable for future recreational development.
6. Maintain high standards for visual aesthetics and preserve these scenic qualities as recreational resources.

- D. **WATER AND MARINE RESOURCES/ENVIRONMENTALLY SENSITIVE HABITAT AREAS**

6. Maintain and, where feasible, restore the biological productivity and the quality of coastal waters and wetlands appropriate to maintain optimum populations of marine organisms and for the protection of human health

through minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and encouraging waste water reclamation, and maintaining natural vegetation buffer areas that protect riparian habitats.

H. VISUAL RESOURCES AND SPECIAL COMMUNITIES

1. Consider and protect as a resource of public importance the scenic and visual qualities of the community.
2. Require that permitted development be sited and designed to safeguard existing public views to and along the ocean and bay shores of Coronado, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.
3. Require that signs preserve the character and quality of the community's visual environment, and that they not block significant coastal views, or detract from the natural beauty of the coast.
4. Reaffirm the Environmental Design Review Commission as an agency to assist in the achievement of "...a beautiful, pleasant, principally residential community by fostering and encouraging good design, harmonious colors and materials, good proportional relationships and generous landscaping, and to protect the health, safety, comfort and general welfare of the citizens of Coronado by providing for an environmental design review process." ([5]), p. 298}.
5. Reaffirm the Scenic Highway Element of the City's General Plan which designates the Silver Strand and San Diego- Coronado Bay Bridge portions of State Highway 75 as Scenic Highway, and the Scenic Highway Modifying Chapter of the City's Zoning Ordinance which regulates land use adjoining Scenic Highways.
6. Officially encourage and recognize private efforts to designate, rehabilitate, preserve and make viable, historic and architecturally significant structures in the community.
7. Designate and encourage the rehabilitation, preservation and viability of the community's historic and architecturally significant structures.
8. Maintain and enhance the scenic beauty and architectural interest of Glorietta Bay.
9. Require preservation, proper care, and planting of the Community's trees in order to maintain coastal views and the Community's character.
10. Require that development in the entire community generally be compatible in height and bulk with existing development to preserve the scale and character of the community.
11. Reaffirm the City's environmental, shoreline structures, and hazard areas policies (as found respectively in Local Coastal Program reports 103, 104 and 106) as they relate to visual resources.

J. LOCATING AND PLANNING NEW DEVELOPMENT

1. Preserve and protect private ownership, use and enjoyment of property in carrying out the policies of the Coastal Act.
2. Assure that new development permitted within the City be designed to maintain public access to the coast by:
 - A. Providing adequate parking;
 - B. Reasonably mitigating adverse archaeological or paleontological impacts resulting from the development;
 - C. Insuring that recreational facilities should be a matter of consideration for all new development; and by
 - D. Encouraging nonautomobile circulation within the development when feasible.

Under the LUP Section IV. ADOPTED ACTION PROGRAM:

B. RECREATION AND VISITOR SERVING FACILITIES

4. That the city improve vehicular circulation to coastal recreation and visitor-serving facilities and encourage use of alternative or mass transportation facilities as recommended in LCP-108.

H. VISUAL RESOURCES AND SPECIAL COMMUNITIES

[...]

2. That the City designate Orange Avenue from Third Street to the Bay as a view corridor.
3. That the City maintain a Sign Ordinance that will provide protection to the City's visual resources.

2. Public Shoreline Access

Under the LUP Section III. ADOPTED POLICY:

A. SHORELINE ACCESS

1. Preserve existing shoreline access over public lands.
2. Where appropriate, provide and encourage additional shoreline access over public lands.
3. Encourage the restriction of shoreline access in the City's "wetlands", "environmentally sensitive habitat areas" and the proposed "Wildlife Preserve Modifying Zone".
4. Ascertain and preserve public prescriptive rights.

Under the LUP Section IV. ADOPTED ACTION PROGRAM:

The following actions are adopted goals of the City of Coronado:

A. SHORELINE ACCESS

[...]

4. That the City continue to give full support to the construction of the San Diego Bayroute Bikeway.
5. That the City, in cooperation with the City of Imperial Beach, continue the evaluation of the bus route up the Silver Strand. That expansion of this service be undertaken when feasible in order to facilitate shoreline access (e.g., additional buses during recreational peak use periods, additional scheduled bus stops, etc.).
6. That the City continue to encourage the San Diego Unified. Port District to develop the Coronado tidelands in a manner that would encourage and facilitate shoreline access.
7. That the City encourage the San Diego Unified Port District and Caltrans to cooperate in the provision of a pedestrian and bicycle ferry service to the Coronado peninsula and the City of San Diego.
8. That the City encourage preservation of the City's visitor accommodations.

[...]

11. That the City facilitate shoreline access by developing a program to provide additional parking spaces in and near the Central Commercial Zone.

I. PUBLIC WORKS

5. That the City, in cooperation with the City of Imperial Beach, continues support of the new bus route up the Silver Strand.
6. That the City strive to have implemented a pedestrian and bicycle ferry service between the Coronado Peninsula and the City of San Diego.
7. Development of the "Bay Route" bikeway in accordance with the recommendations in the "Bay Route" Bikeway Study.
8. That the number of off-street parking spaces required shall be no less than hereinafter listed:
[detailed LUP parking standards]

a. **Findings for Denial, As Submitted.**

Major and Minor Use Permits

Section 86.70.060 of the City's zoning code regarding coastal development permits states:

86.70.060 Categorically Exempt Geographic Areas.

A. Those uses or activities permitted for a particular zone by the Coronado Municipal Code which do not require a discretionary action on the part of the City (i.e., Planning Commission or City Council interpretation, issuance of a Major Special Use Permit, or issuance of a variance to either the regulation of the amount of landscaping required or to any standard in Chapters 86.58, 86.64, 86.70, 86.72, 86.74, 86.76) shall be exempt in that zone from the City Coastal Permit process for those areas that are neither under the California Coastal Commission appeal authority nor within the Coastal Commission's direct permit jurisdiction. Additions to the list of land uses that may be allowed with a Minor Special Use Permit shall require a Local Coastal Program amendment.

In other words, if a development does not require a discretionary action on the part of the City, including, but not limited to a Major Special Use Permit, no coastal development permit is required. As described above, the proposed amendment would change the existing requirement that many commercial uses obtain a Major Special Use Permit, to be allowed through a Minor Special Use Permit, thus exempting the project from the coastal development permit requirement.

In most cities, the Coastal Development Permit process is the main, if not the only, implementation mechanism for applying LCP standards that ensure a project's consistency with the Coastal Act. In Coronado, many policies regarding parking, signage, landscaping, access, etc., are located in the City's Zoning Ordinance, as well as the LUP/IP, and must be adhered to regardless of the requirement for a CDP. Thus, the Commission has historically accepted the exemption of some types of developments (such as restaurants in the existing commercial zones) from the CDP requirement in the City of Coronado.

Nevertheless, there are many Land Use policies and goals that are not specifically echoed in the zoning code, and the absence of a coastal development permit requirement would severely limit the Commission's ability to ensure that the above listed land use plan policies are met. Where there is no discretionary approval or CDP requirement, it increases the difficulty of initially notifying an applicant of the LCP requirements, (particularly for on-going LCP and/or permit requirements that must be maintained by future property owners), and thereby leaves much of the Coastal Act implementation process to enforcement. And in fact, the most common and efficient enforcement method of remedying Coastal Act violations is to require issuance of a new or amended CDP.

Without this remedy in the City's LCP, the judicial process would be the only means of enforcing the LCP requirements.

Thus, as proposed, exempting additional developments from the CDP process would substantially increase the risk that the policies of the certified LUP and Implementation Plan would not be applied. Therefore, the amendment must be rejected.

Parking Standards

As noted above, the policies of the LUP support the preservation of existing public recreational facilities, maintaining the quality of existing visitor accommodations and encouraging new low-cost visitor facilities. Other policies require the provision and encouragement of public access to the shoreline and coast, the protection of public waterfront land, and the promotion of public transit and alternative means of transport. One policy in particular, Item #11 under the City's Shoreline Access policies, requires that the City "facilitate shoreline access by developing a program to provide additional parking spaces in and near the Central Commercial Zone." The City is eliminating this zone, however, no changes or updates to this policy have been proposed. As discussed above, the proposed amendment does not contain specific policies to provide additional parking spaces in the newly defined Orange Avenue Corridor, and thus has the potential to limit shoreline access and adversely impact the quality of existing visitor accommodations and public recreational facilities.

In order to support and implement the above-listed Land Use Plan policies (existing and as modified) addressing the protection of visitor-serving commercial and shoreline access, specific goals and strategies to promote the provision of additional parking and alternative forms of public transit are necessary. As discussed above, a parking implementation study being contemplated by the City, with specific criteria for measuring impacts to shoreline access, should be added as an implementation measure. Suggested Modification #3 addresses this point.

However, there are also several specific concerns with the proposed new parking standards for the Orange Avenue Corridor. As previously discussed, the City has indicated that the existing "grandfathering" provisions of the City's zoning code, which allow for uses to expand without providing additional parking, will not apply to the new Orange Avenue Corridor Commercial Zone parking standards. However, this is not stated anywhere in the proposed chapter on parking standards. Thus, as submitted, the proposed amendment could be interpreted as allowing the grandfathering exemptions, which, in combination with the new parking standards, could result in a significant reduction in the amount of parking required for new development.

In addition, although the proposed parking changes would not require any parking for most commercial development on the first floor of a development, existing parking spaces are intended to be preserved. The amendment states:

- f. Existing parking spaces must be maintained to a requirement of one space per each 500 square feet of existing building area.

This language is unclear in its current form, because development projects can take place in different phases, sometimes over many years in length, and the term “existing” could be misconstrued. For example, a demolition project could remove all structures, including parking from a site. As proposed, a subsequent, separate development project, proposed a year later, could arguably avoid providing any new parking for first floor uses, given that there is no “existing” parking on the site. This is contrary to the intent of the amendment to ensure that the existing parking deficiencies in the commercial core are not exacerbated.

Therefore, as submitted, the proposed amendment cannot be found consistent with the shoreline protection policies of the certified LUP and must be rejected.

b. Findings for Approval, If Modified.

Major and Minor Use Permits

The proposed changes in the type of Special Use Permit required for new development is relevant because the City’s Coastal Permit section of the zoning ordinance links the requirement for a Major Special Use Permit (or other discretionary action) to the requirement for a coastal development permit. A Major Special Use Permit requires approval of the Coronado City Council, while a Minor Special Use Permit can be approved by the Planning Commission, or appealed to the City Council.

However, the Commission is less concerned with the City’s local Special Use Permit process (which is not part of the City’s LCP), than it is with the need to implement the LCP and Coastal Act through the permit process. As discussed above, the Commission is concerned that if the City’s development approval process is revised such that coastal development permits are not required for new development in the Orange Avenue Corridor, important policies and standards contained in the LCP may be overlooked or not implemented.

Commission staff has consulted with staff at the City of Coronado regarding the importance of maintaining the coastal permit requirement for implementation and enforcement of the LCP. City staff has suggested that rather than continue to require issuance of a Major Special Use Permit for new development in the Orange Avenue Corridor, that instead, the coastal permit section of the City’s zoning code be revised to require issuance of a coastal permit for developments that require Minor Special Use Permits. The City has indicated that because of the need for City Council approval, the Major Special Use Permit process is considered burdensome. In contrast, coastal permits can be approved by the Planning Commission and appealed to the City Council, similar to a Minor Special Use permit. (Coastal permits may, of course, also be appealed to the Coastal Commission, when in an appealable area).

Thus, Suggestion Modification #4 would revise the City's coastal permit exemption ordinance as follows:

86.70.060 Categorically Exempt Geographic Areas.

A. Those uses or activities permitted for a particular zone by the Coronado Municipal Code which do not require a discretionary action on the part of the City (i.e., Planning Commission or City Council interpretation, issuance of a Major or Minor Special Use Permit, or issuance of a variance to either the regulation of the amount of landscaping required or to any standard in Chapters 86.58, 86.64, 86.70, 86.72, 86.74, 86.76) shall be exempt in that zone from the City Coastal Permit process for those areas that are neither under the California Coastal Commission appeal authority nor within the Coastal Commission's direct permit jurisdiction. ~~Additions-Changes~~ to the list of land uses that may be allowed without a ~~Minor Special Use Permit~~ discretionary action shall require a Local Coastal Program amendment.

The last sentence of the code has been revised to clarify that removing the requirement for a discretionary action for any particular use or activity will require additional review by the Commission through the LCP amendment process, because such as removal would eliminate the need for a coastal permit.

It is important to note that the switch from a Major to Minor Special Use Permit requirement will not affect any other portion of the City's *coastal* permit process. The same process for noticing, holding a public hearing, and appeal processes for a coastal permit will be the same as they are currently.

The suggested modification will ultimately result in an increase in the number of uses that require coastal development permits, because there are a variety of uses in the City that currently only require a Minor Special Use permits in various zones (such as antenna towers and restaurants) that will now require coastal permits.

However, even as modified above, the City's proposal would still result in some uses that currently require a Major Special Use Permit (and coastal development permit) becoming exempt from the coastal permit process, because, as proposed, they would be permitted by right. These uses include Live Theater, Sports facility, Health Care Facility, Auto Showroom, and Building Materials Sales (indoor). These are all large-scale developments with the potential to impact coastal resources such as parking/shoreline access, visual quality, and water quality if the project is not reviewed for consistency with the certified LCP. Therefore, Suggested Modification #5 requires that these uses be permitted with a Minor Special Use Permit, which should reduce any potential burden on applicants while still ensure that the certified LCP is implemented through the coastal permit process.

Therefore, as modified, the proposed amendment can be found consistent with the certified Land Use Plan.

Parking Standards

Suggestions Modification #6 is intended to clarify, not change, the intent of the proposed parking standards. Suggested Modification #6 clarifies that the grandfathering exceptions to the parking standards cannot be used in the Orange Avenue Corridor, by stating "No other Chapter shall be used to determine or exempt the number of parking spaces required through this Section."

Suggestion Modification #6 also revises one section of the proposed Orange Avenue parking standards as follows:

f. Irrespective of any other requirements of this section, Existing parking spaces must be maintained to a requirement of at least one space per each 500 square feet of existing building floor area. "Existing" refers to parking spaces and floor area present at the time this Section takes effect.

As modified, it is clear that despite the fact that no parking spaces are required for new first floor development, existing parking spaces on the ground *at this time*, must be preserved to meet a requirement of at least 1 space per each 500 sq.ft. of existing floor area.

Therefore, as modified to insure the new standards do not result in a significant reduction in parking in the Orange Avenue Corridor, the proposed amendment is consistent with the policies of the certified Land Use Plan, as modified.

PART VIII. CONSISTENCY WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Section 21080.5 of the California Environmental Quality Act (CEQA) exempts local government from the requirement of preparing an environmental impact report (EIR) in connection with its local coastal program. Instead, the CEQA responsibilities are assigned to the Coastal Commission and the Commission's LCP review and approval program has been found by the Resources Agency to be functionally equivalent to the EIR process. Thus, under CEQA Section 21080.5, the Commission is relieved of the responsibility to prepare an EIR for each LCP.

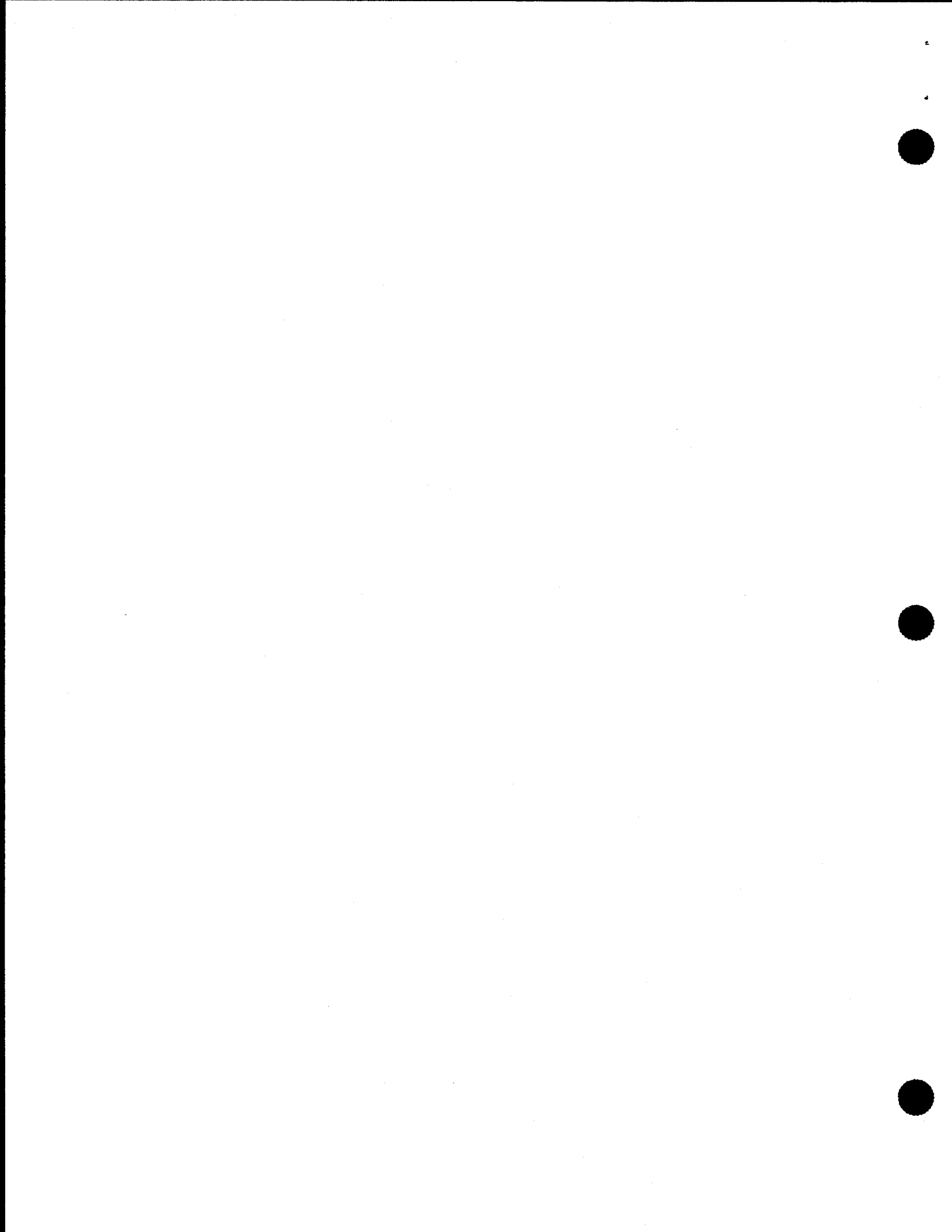
Nevertheless, the Commission is required in an LCP submittal or, as in this case, an LCP amendment submittal, to find that the LCP, or LCP, as amended, does conform to CEQA provisions. In the case of the subject LCP amendment, the Commission finds that approval of the subject LCP amendment, if modified as suggested, would not result in significant environmental impacts under the meaning of the California Environmental Quality Act.

For the most part, the proposed amendment to the City of Coronado's Land Use Plan is consistent with the environmental protection policies of the Coastal Act. Suggested modifications have been added that ensure no adverse impacts to public access will

occur. If modified as suggested, no impacts to coastal resources will result from the amendment.

Any specific impacts associated with individual development projects would be assessed through the environmental review process, and, an individual project's compliance with CEQA would be assured. Therefore, the Commission finds that no significant unmitigable environmental impacts under the meaning of CEQA will result from the approval of the proposed LCP amendment as modified.

(G:\San Diego\Reports\LCP's\Coronado\COR LCPA 1-03 Orange Avenue DRAFT.doc)



RESOLUTION NO. 7959

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO, CALIFORNIA, TO AMEND THE CORONADO LOCAL COASTAL PROGRAM LAND USE PLAN ACTION GOAL "I-8" AND TO REQUEST CALIFORNIA COASTAL COMMISSION CERTIFICATION OF AMENDMENTS TO THE IMPLEMENTATION ORDINANCE CONCERNING PARKING STANDARDS FOR COMMERCIAL USES IN THE C ZONE OF THE ORANGE AVENUE CORRIDOR SPECIFIC PLAN AND FOR RESIDENTIAL PROJECTS WITH SENIOR OR AFFORDABLE HOUSING

WHEREAS, the City of Coronado has adopted a General Plan and a Local Coastal Program (LCP);

WHEREAS, the Coronado City Council and Planning Commission have determined in public hearings that the new parking standards adopted with the Orange Avenue Corridor Specific Plan and for residential projects with senior or affordable housing would require review and update to the LCP Land Use Plan and implementation ordinance;

WHEREAS, the Coronado City Council and Planning Commission have determined in public hearings that the amendments under review are consistent with the policies and goals of the Coronado LCP and General Plan;

WHEREAS, said public hearings were duly noticed as required by law and all persons desiring to be heard were heard at said hearings;

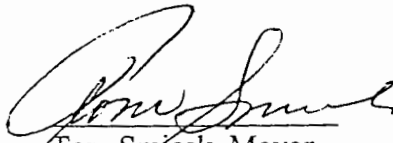
NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Coronado, California, that the City of Coronado amends the LCP Land Use Plan Action Goal "I-8" to read as follows:

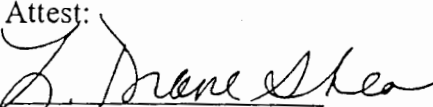
See Attachment A

NOW, THEREFORE, BE IT FURTHER RESOLVED by the City Council of the City of Coronado, California that it requests California Coastal Commission certification of the amendments to the Local Coastal program Land Use Plan and implementation ordinance, and recognizes said amendments would take effect following certification of the LCP amendment by the California Coastal Commission.

PASSED AND ADOPTED by the City Council of the City of Coronado, California, this 4th day of November, 2003 by the following vote, to wit:

AYES	MONROE, SCHMIDT, TANAKA & SMISEK
NAYS:	NONE
ABSENT:	TIERNEY


Tom Smisek, Mayor
City of Coronado

Attest:

L. Diane Shea, City Clerk

City of Coronado LCPA 1-03
Final Resolutions of Approval
Pages 1-14
Exhibit #1

ATTACHMENT "A"

That the number of off-street parking spaces required shall be no less than hereinafter listed:

A. Non-specified land uses. Where the minimum number of parking spaces for a use are not specifically provided for herein, the minimum number of parking spaces for such use shall be established by the Planning Commission, and such determination shall be based upon the requirements for the most comparable uses herein described.

B. Orange Avenue Corridor Specific Plan. All development within the Commercial Zone shall provide the number of parking spaces required by Title 88 of the Orange Avenue Corridor Specific Plan.

C. Tidelands Overlay Zone. All development within the Tidelands Overlay Zone shall provide the number of parking spaces required by this Title, or the number of spaces required by California Department of Boating and Water Ways, or the San Diego Unified Port District, or the California Coastal Commission, whichever parking standard requires the greater number of parking spaces.

D. Dwellings.

1. Single family dwelling buildings or duplexes (new construction) two spaces covered, per dwelling unit;
2. Single family dwelling buildings or duplexes (existing construction) two spaces, one of which is to be covered per dwelling unit;
3. For multiple dwellings, there shall be provided no less than two parking spaces for each dwelling unit. (Ord 1650)
4. Multiple dwellings, R-5 zone, one and one-half spaces per dwelling unit; (Ord 1559)
5. For residential projects with senior housing, there shall be provided one parking space for each senior dwelling unit.
6. For residential projects with affordable housing, there shall be provided one and one-half spaces per for each affordable dwelling unit.

E. Limited residential special care facilities in the Residential-Special Care Development Zone. One space per two habitable units; (Ord. 1559)

F. Nursing homes Convalescent Homes or other than General Hospitals. One space for each three patient beds;

G. General Hospitals. One space per patient bed; one space per three hundred square feet of gross floor area of medical or dental office space; plus one parking space per two employees, determined at the month, day and hour when the greatest number of employees are on duty;

H. Trailer or Mobile Home Parks. (Repealed) (Ord. 1689)

I. Hotels or Motels. One space per two habitable or dwelling units; one space per two employees, determined at the month, day and hour when the greatest number of employees are on duty; 20 percent of the parking spaces required by this Chapter for meeting halls; and 30 percent of the parking spaces required by this Chapter for all other uses on the site (e.g., restaurants, bars, nightclubs, general commercial or retail use, et cetera). (Ord 1861)

J. Repealed. (Ord 1861)

K. Business Office, Service, Professional or Retail Use. One space per five hundred square feet of gross floor area, plus one parking space per two employees, determined at the month, day and hour when the greatest number of employees are on duty, with a minimum of five spaces required for Banks and Savings and Loan Associations; (Ord. 1708)

L. Repealed. (Ord)

M. Repealed. (Ord)

N. Eating and Drinking Establishments, Fast-Food and Formula Fast Food

1. One space for each three seats and one space for each fifty-four inches of clear bench space, excluding dance floors and assembly areas without fixed seats which shall be calculated separately as one space for each fifty square feet of floor area; plus one parking space per two employees determined at the month, day and hour when the greatest number of employees are on duty. Fast food and formula fast food restaurants shall have parking requirements calculated by the above standard, however, a minimum of ten (10) parking spaces shall be provided for these uses either on site, or, but not limited to, via parking allocation credits, joint use, common facilities or facilities on private property on the same block within 200 feet of the site.

O. Churches, Mortuaries, Funeral Homes, Theaters, Assembly Halls, Auditoriums, Meeting Halls. One space for each five fixed seats, one space for each ninety inches of clear bench space, and one space for each fifty square feet of floor area used for assembly purposes;

P. Service Stations. There shall be a minimum of five off-street parking spaces or one off-street parking space for each pump island and two off-street parking spaces for each service bay whichever is greater; plus one parking space per two employees, determined at the month, day and hour when the greatest number of employees are on duty;

Q. Repealed (Ord.)

R. Massage Establishments. One parking space per employee, determined at the month, day and hour when the greatest number of employees are on duty, and one space for each one hundred square feet of gross floor area;

S. Marinas, Yacht Clubs and dry boat storage yards. Three car parking spaces for every four boat slips and three car parking surfaces for every seven dry boat storage spaces for marinas, yacht clubs and for dry boat storage yards that contain boat launching facilities.

T. Schools and Classrooms. One parking space per two employees, determined at the month, day and hour when the greatest number of employees are on duty; plus, for high school or adult education classes, one parking space per five students, determined at the month, day and hour when the greatest number of students are enrolled. (Ord. 1544, 1571)

U. Repealed (Ord.)

V. Parking Lots or Structures. One parking space per two employees, determined at the month, day and hour when the greatest number of employees are on duty. (Ord. 1706)

W. Mixed Use Developments. Two Parking spaces per dwelling, and that parking that would otherwise be required for the other uses on the site. (Ord 1868)

Title 88 Orange Avenue Corridor Specific Plan Chapter IV Commercial Zone

IV. J. OFF STREET PARKING

J. 1 Purpose

It is the purpose of this Section to provide for regulations governing the number of parking spaces required based on the type of use in the Commercial Zone.

J.2 Regulations

- a. No parking is required for first floor uses on small parcels less than or equal to 7,000 square feet, except for eating and drinking establishments and in conformance with Chapter IV, Section J.2.f
- b. First floor uses on large parcels greater than 7,000 square feet or having more than 65 lineal feet of street frontage are required to provide one (1) parking space per each 500 square feet of floor area, except for eating and drinking establishments.
- c. Eating and drinking establishments on any floor are required to provide one (1) parking space per every 100 square feet of floor area. Formula Fast Food restaurants are required to provide a minimum of 10 parking spaces, regardless of floor area.
- d. Second floor uses on any size parcel are required to provide one (1) parking space per each 500 square feet of floor area.
- e. Any use (except for eating and drinking establishments) that provides underground parking is allowed to park that use at one (1) space per each 600 square feet.
- f. Existing parking spaces must be maintained to a requirement of one space per each 500 square feet of existing building area.
- g. An existing eating and drinking establishment may be replaced with a new eating and drinking establishment in the same existing building and no new parking shall be required; existing on site parking must be maintained.

h. An eating and drinking establishment with outdoor dining may be established or expanded in the commercial area and have a total of eighteen seats without provided required parking. (This exemption does not apply to Formula Fast food restaurants)

i. Tandem parking is permitted for business valet and employee parking only and may not be stacked deeper than two cars.

RESOLUTION NO. 7960

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF CORONADO, CALIFORNIA, REQUESTING COASTAL
COMMISSION CERTIFICATION OF AMENDMENTS TO THE CORONADO
LOCAL COASTAL PROGRAM IMPLEMENTATION ORDINANCE IN
CHAPTER 86.55 CONCERNING USES ALLOWED BY ISSUANCE
OF A MINOR SPECIAL USE PERMIT**

WHEREAS, the City of Coronado has adopted a General Plan and a Local Coastal Program (LCP);

WHEREAS, pursuant to Section 86.70.060 which identifies Categorical Exempt Geographic Areas from coastal permit requirements and states "...Addition to the list of land uses that may be allowed with a Minor Special Use Permit shall require a Local Coastal Program amendment";

WHEREAS, the Coronado City Council and Planning Commission have determined in public hearings that amendments proposed to Chapter 86.55 concerning uses requiring a Minor Special Use Permit would require review and update to the LCP implementation ordinance based upon language contained in 86.70.060 of the Municipal Code;

WHEREAS, the Coronado City Council and Planning Commission have determined the proposed amendment would result in a more streamlined and business friendly discretionary review process for commercial businesses thereby encouraging a greater diversity of commercial activities in the Commercial zone;

WHEREAS, the Coronado City Council and Planning Commission have determined in public hearings that the amendment under review is consistent with the policies and goals of the Coronado LCP and General Plan;

WHEREAS, said public hearings were duly noticed as required by law and all persons desiring to be heard were heard at said hearings; and

WHEREAS, the Coronado City Council has adopted an ordinance to amend the LCP implementation ordinance.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Coronado, California, that the City of Coronado has heretofore amended the implementation ordinance to allow commercial uses with a Minor Special Use Permit as identified in Title 88 of the Orange Avenue Corridor Specific Plan as follows:

See Attachment "A"

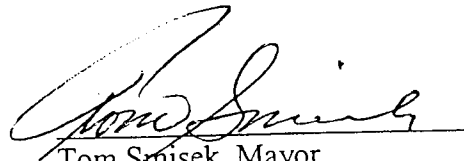
NOW, THEREFORE, BE IT FURTHER RESOLVED by the City Council of the City of Coronado, California that it requests California Coastal Commission certification

Exhibit #1 p. 6 of 14

of the Local Coastal Program Implementation Ordinance and recognizes said amendments would take effect following certification of the LCP amendment by the California Coastal Commission

PASSED AND ADOPTED by the City Council of the City of Coronado, California, this 4th day of November, 2003 by the following vote, to wit:

AYES	MONROE, SCHMIDT, TANAKA & SMISEK
NAYS:	NONE
ABSENT:	TIERNEY



Tom Smisek, Mayor
City of Coronado

Attest:


L. Diane Shea, City Clerk

ATTACHMENT "A"

That the number of off-street parking spaces required shall be no less than hereinafter listed:

A. Non-specified land uses. Where the minimum number of parking spaces for a use are not specifically provided for herein, the minimum number of parking spaces for such use shall be established by the Planning Commission, and such determination shall be based upon the requirements for the most comparable uses herein described.

B. Orange Avenue Corridor Specific Plan. All development within the Commercial Zone shall provide the number of parking spaces required by Title 88 of the Orange Avenue Corridor Specific Plan.

C. Tidelands Overlay Zone. All development within the Tidelands Overlay Zone shall provide the number of parking spaces required by this Title, or the number of spaces required by California Department of Boating and Water Ways, or the San Diego Unified Port District, or the California Coastal Commission, whichever parking standard requires the greater number of parking spaces.

D. Dwellings.

1. Single family dwelling buildings or duplexes (new construction) two spaces covered, per dwelling unit;
2. Single family dwelling buildings or duplexes (existing construction) two spaces, one of which is to be covered per dwelling unit;
3. For multiple dwellings, there shall be provided no less than two parking spaces for each dwelling unit. (Ord 1650)
4. Multiple dwellings, R-5 zone, one and one-half spaces per dwelling unit; (Ord 1559)
5. For residential projects with senior housing, there shall be provided one parking space for each senior dwelling unit.
6. For residential projects with affordable housing, there shall be provided one and one-half spaces per for each affordable dwelling unit.

E. Limited residential special care facilities in the Residential-Special Care Development Zone. One space per two habitable units; (Ord. 1559)

F. Nursing homes Convalescent Homes or other than General Hospitals. One space for each three patient beds;

G. General Hospitals. One space per patient bed; one space per three hundred square feet of gross floor area of medical or dental office space; plus one parking space per two employees, determined at the month, day and hour when the greatest number of employees are on duty;

H. Trailer or Mobile Home Parks. (Repealed) (Ord. 1689)

I. Hotels or Motels. One space per two habitable or dwelling units; one space per two employees, determined at the month, day and hour when the greatest number of employees are on duty; 20 percent of the parking spaces required by this Chapter for meeting halls; and 30 percent of the parking spaces required by this Chapter for all other uses on the site (e.g., restaurants, bars, nightclubs, general commercial or retail use, et cetera). (Ord 1861)

J. Repealed. (Ord 1861)

K. Business Office, Service, Professional or Retail Use. One space per five hundred square feet of gross floor area, plus one parking space per two employees, determined at the month, day and hour when the greatest number of employees are on duty, with a minimum of five spaces required for Banks and Savings and Loan Associations; (Ord. 1708)

L. Repealed. (Ord)

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1. One space for each three seats and one space for each fifty-four inches of clear bench space, excluding dance floors and assembly areas without fixed seats which shall be calculated separately as one space for each fifty square feet of floor area; plus one parking space per two employees determined at the month, day and hour when the greatest number of employees are on duty. Fast food and formula fast food restaurants shall have parking requirements calculated by the above standard, however, a minimum of ten (10) parking spaces shall be provided for these uses either on site, or, but not limited to, via parking allocation credits, joint use, common facilities or facilities on private property on the same block within 200 feet of the site.

O. Churches, Mortuaries, Funeral Homes, Theaters, Assembly Halls, Auditoriums, Meeting Halls. One space for each five fixed seats, one space for each ninety inches of clear bench space, and one space for each fifty square feet of floor area used for assembly purposes;

P. Service Stations. There shall be a minimum of five off-street parking spaces or one off-street parking space for each pump island and two off-street parking spaces for each service bay whichever is greater; plus one parking space per two employees, determined at the month, day and hour when the greatest number of employees are on duty;

Q. Repealed (Ord.)

R. Massage Establishments. One parking space per employee, determined at the month, day and hour when the greatest number of employees are on duty, and one space for each one hundred square feet of gross floor area;

S. Marinas, Yacht Clubs and dry boat storage yards. Three car parking spaces for every four boat slips and three car parking surfaces for every seven dry boat storage spaces for marinas, yacht clubs and for dry boat storage yards that contain boat launching facilities.

T. Schools and Classrooms. One parking space per two employees, determined at the month, day and hour when the greatest number of employees are on duty; plus, for high school or adult education classes, one parking space per five students, determined at the month, day and hour when the greatest number of students are enrolled. (Ord. 1544, 1571)

U. Repealed (Ord.)

V. Parking Lots or Structures. One parking space per two employees, determined at the month, day and hour when the greatest number of employees are on duty. (Ord. 1706)

W. Mixed Use Developments. Two Parking spaces per dwelling, and that parking that would otherwise be required for the other uses on the site. (Ord 1868)

Title 88 Orange Avenue Corridor Specific Plan Chapter IV Commercial Zone

IV. J. OFF STREET PARKING

J. 1 Purpose

It is the purpose of this Section to provide for regulations governing the number of parking spaces required based on the type of use in the Commercial Zone.

J.2 Regulations

- a. No parking is required for first floor uses on small parcels less than or equal to 7,000 square feet, except for eating and drinking establishments and in conformance with Chapter IV, Section J.2.f
- b. First floor uses on large parcels greater than 7,000 square feet or having more than 65 lineal feet of street frontage are required to provide one (1) parking space per each 500 square feet of floor area, except for eating and drinking establishments.
- c. Eating and drinking establishments on any floor are required to provide one (1) parking space per every 100 square feet of floor area. Formula Fast Food restaurants are required to provide a minimum of 10 parking spaces, regardless of floor area.
- d. Second floor uses on any size parcel are required to provide one (1) parking space per each 500 square feet of floor area.
- e. Any use (except for eating and drinking establishments) that provides underground parking is allowed to park that use at one (1) space per each 600 square feet.
- f. Existing parking spaces must be maintained to a requirement of one space per each 500 square feet of existing building area.
- g. An existing eating and drinking establishment may be replaced with a new eating and drinking establishment in the same existing building and no new parking shall be required; existing on site parking must be maintained.

h. An eating and drinking establishment with outdoor dining may be established or expanded in the commercial area and have a total of eighteen seats without provided required parking. (This exemption does not apply to Formula Fast food restaurants)

i. Tandem parking is permitted for business valet and employee parking only and may not be stacked deeper than two cars.

RESOLUTION NO. 7961

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF CORONADO, CALIFORNIA,
TO AMEND THE CORONADO LOCAL COASTAL PROGRAM
LAND USE PLAN MAP AND TO REQUEST CALIFORNIA COASTAL
COMMISSION CERTIFICATION OF THE AMENDMENTS TO THE MAP

WHEREAS, the City of Coronado has adopted a General Plan and a Local Coastal Program (LCP);

WHEREAS, the Coronado City Council and Planning Commission have determined in public hearings that the amendments under review would update the LCP Land Use Plan to reflect the consolidation of the L-C (Limited Commercial) Zone and C-C (Central Commercial) Zone into one new C (Commercial) Zone as identified in the Orange Avenue Corridor Specific Plan;

WHEREAS, the Coronado City Council and Planning Commission have determined in public hearings that the amendments under review would also rezone the old Police Station site located at the northwest corner of 6th Street and Orange Avenue from C-U (Civic Use) to R-4 (Multiple-Family Residential) with a Civic Use (C-U) Overlay to facilitate the development of senior and or affordable multi-family residential development while at the same time allowing for the animal control facility to remain or be expanded;

WHEREAS, the Coronado City Council and Planning Commission have determined in public hearings that the amendments under review are consistent with the policies and goals of the Coronado Local Coastal Program and the Coronado General Plan; and

WHEREAS, said public hearings were duly noticed as required by law and all persons desiring to be heard were heard at said hearings;

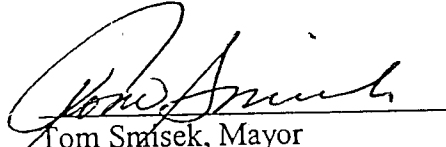
NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Coronado, California, that the City of Coronado hereby amends the Local Coastal Program Land Use Plan Map for the "Village" to reflect the consolidation of the L-C (Limited Commercial) Zone and C-C (Central Commercial) Zone into one new C (Commercial) zone as reflected in the Orange Avenue Corridor Specific Plan and to reflect the rezoning of the old Police Station site located at the northwest corner of 6th Street and Orange Avenue from C-U (Civic-Use) to R-4 (Multiple Family Residential) with a Civic Use (C-U) Overlay depicted as follows:

See Attachment "A"

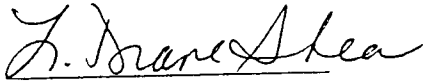
NOW, THEREFORE, BE IT FURTHER RESOLVED by the City Council of the City of Coronado, California that it requests California Coastal Commission certification of the amendments to the Local Coastal Program Land Use Plan Map and recognizes said amendments would take effect upon approval by the Coastal Commission.

PASSED AND ADOPTED by the City Council of the City of Coronado,
California, this 4th day of November, 2003 by the following vote, to wit:

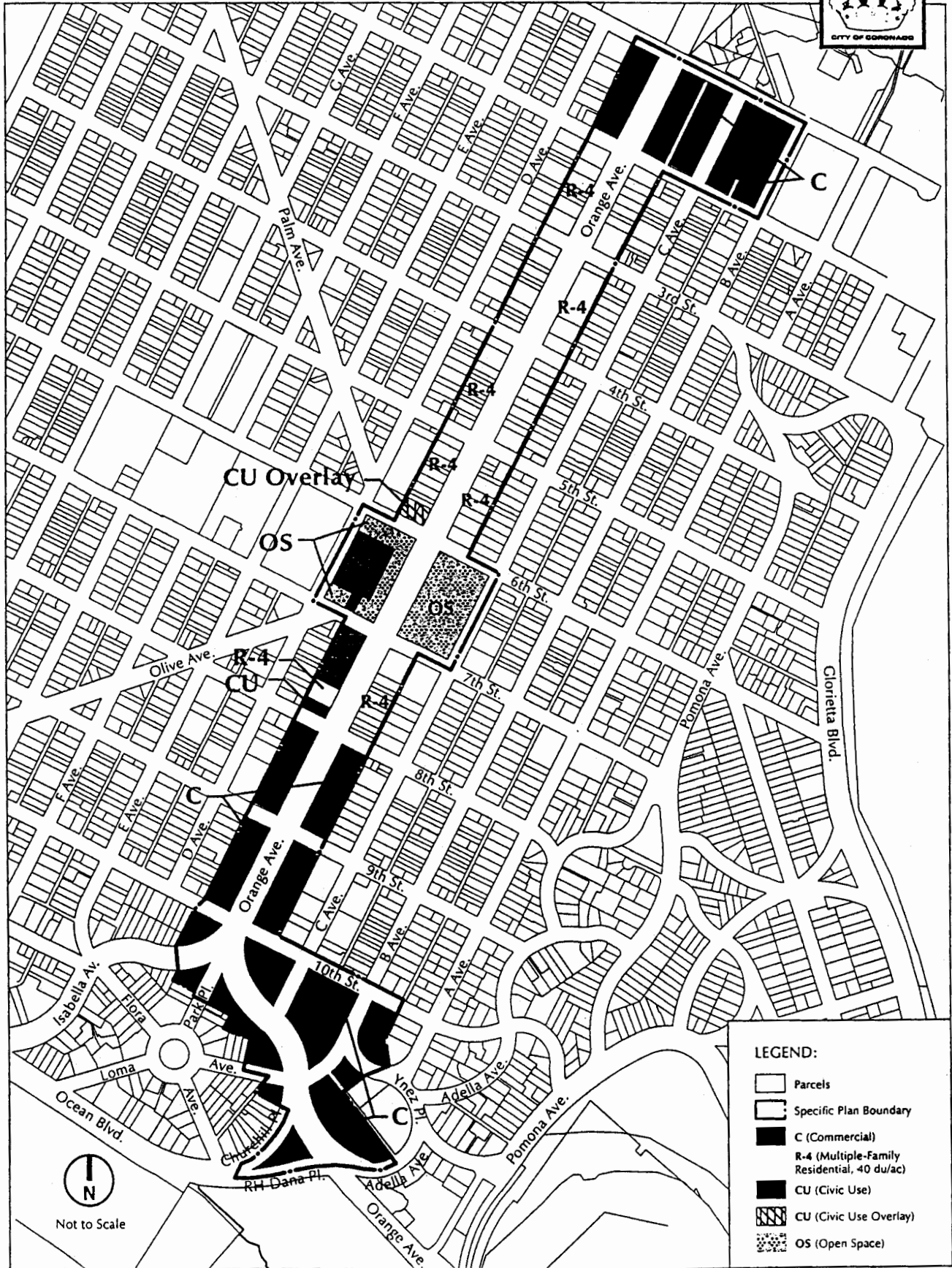
AYES	MONROE, SCHMIDT, TANAKA & SMISEK
NAYS:	NONE
ABSENT:	TIERNEY


Tom Smisek, Mayor
City of Coronado

Attest:


L. Diane Shea, City Clerk

ATTACHMENT A



RESOLUTION

A RESOLUTION
OF THE CITY
TO AMEND THE
LAND USE PLAN MAP
COMMISSION CERTIFICATE

*Exhibit
Copy
Strike-out*

COUNCIL
CALIFORNIA,
LOCAL PROGRAM
CALIFORNIA COASTAL
AMENDMENTS TO THE MAP

WHEREAS, the City of Coronado has adopted a General Plan and a Local Coastal Program (LCP);

WHEREAS, the Coronado City Council and Planning Commission have determined in public hearings that the amendments under review would update the LCP Land Use Plan to reflect the consolidation of the L-C (Limited Commercial) Zone and C-C (Central Commercial) Zone into one new C (Commercial) Zone as identified in the Orange Avenue Corridor Specific Plan;

WHEREAS, the Coronado City Council and Planning Commission have determined in public hearings that the amendments under review would also rezone the old Police Station site located at the northwest corner of 6th Street and Orange Avenue from C-U (Civic Use) to R-4 (Multiple-Family Residential) with a Civic Use (C-U) Overlay to facilitate the development of senior and or affordable multi-family residential development while at the same time allowing for the animal control facility to remain or be expanded;

WHEREAS, the Coronado City Council and Planning Commission have determined in public hearings that the amendments under review are consistent with the policies and goals of the Coronado Local Coastal Program and the Coronado General Plan; and

WHEREAS, said public hearings were duly noticed as required by law and all persons desiring to be heard were heard at said hearings;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Coronado, California, that the City of Coronado hereby amends the Local Coastal Program Land Use Plan Map for the "Village" to reflect the consolidation of the L-C (Limited Commercial) Zone and C-C (Central Commercial) Zone into one new C (Commercial) zone as reflected in the Orange Avenue Corridor Specific Plan and to reflect the rezoning of the old Police Station site located at the northwest corner of 6th Street and Orange Avenue from C-U (Civic-Use) to R-4 (Multiple Family Residential) with a Civic Use (C-U) Overlay depicted as follows:

See Attachment "A"

NOW, THEREFORE, BE IT FURTHER RESOLVED by the City Council of the City of Coronado, California that it requests California Coastal Commission certification of the amendments to the Local Coastal Program Land Use Plan Map and recognizes said amendments would take effect upon approval by the Coastal Commission.

PASSED AND ADOPTED by the City Council of the City of Coronado, California, this _____ day of _____, 2003 by the following vote, to wit:

AYES:

NAYS:

ABSENT:

ABSTAIN:

Tom Smisek, Mayor
City of Coronado

Attest:

L. Diane Shea, City Clerk

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO, CALIFORNIA, TO AMEND THE CORONADO LOCAL COASTAL PROGRAM LAND USE PLAN ACTION GOAL "I-8" AND TO REQUEST CALIFORNIA COASTAL COMMISSION CERTIFICATION OF AMENDMENTS TO THE IMPLEMENTATION ORDINANCE CONCERNING PARKING STANDARDS FOR COMMERCIAL USES IN THE C ZONE OF THE ORANGE AVENUE CORRIDOR SPECIFIC PLAN AND FOR RESIDENTIAL PROJECTS WITH SENIOR OR AFFORDABLE HOUSING

WHEREAS, the City of Coronado has adopted a General Plan and a Local Coastal Program (LCP);

WHEREAS, the Coronado City Council and Planning Commission have determined in public hearings that the new parking standards adopted with the Orange Avenue Corridor Specific Plan and for residential projects with senior or affordable housing would require review and update to the LCP Land Use Plan and implementation ordinance;

WHEREAS, the Coronado City Council and Planning Commission have determined in public hearings that the amendments under review are consistent with the policies and goals of the Coronado LCP and General Plan;

WHEREAS, said public hearings were duly noticed as required by law and all persons desiring to be heard were heard at said hearings;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Coronado, California, that the City of Coronado amends the LCP Land Use Plan Action Goal "I-8" to read as follows: (new text is underlined, deleted text is strikethrough)

See Attachment A

NOW, THEREFORE, BE IT FURTHER RESOLVED by the City Council of the City of Coronado, California that it requests California Coastal Commission certification of the amendments to the Local Coastal program Land Use Plan and implementation ordinance, and recognizes said amendments would take effect following certification of the LCP amendment by the California Coastal Commission.

PASSED AND ADOPTED by the City Council of the City of Coronado, California, this ____ day of ____, 2003 by the following vote, to wit:

AYES

NAYS:

ABSENT:

Tom Smisek, Mayor
City of Coronado

Attest:

L. Diane Shea, City Clerk

ATTACHMENT "A"

That the number of off-street parking spaces required shall be no less than herinafter listed:

A. Non-specified land uses. Where the minimum number of parking spaces for a use are not specifically provided for herein, the minimum number of parking spaces for such use shall be established by the Planning Commission, and such determination shall be based upon the requirements for the most comparable uses herein described.

~~B. Business or commerce uses. Business or commerce uses shall provide additional off-street parking spaces for all their commercial vehicles that are stored within the City when not in use. (Ord. 1786)~~

B. Orange Avenue Corridor Specific Plan. All development within the Commercial Zone shall provide the number of parking spaces required by Title 88 of the Orange Avenue Corridor Specific Plan.

C. Tidelands Overlay Zone. All development within the Tidelands Overlay Zone shall provide the number of parking spaces required by this Title, or the number of spaces required by California Department of Boating and Water Ways, or the San Diego Unified Port District, or the California Coastal Commission, which-ever parking standard requires the greater number of parking spaces.

D. Dwellings.

1. Single family dwelling buildings or duplexes (new construction) two spaces, covered, per dwelling unit;
2. Single family dwelling buildings or duplexes (existing construction) two spaces, one of which is to be covered per dwelling unit;
3. For multiple dwellings, there shall be provided no less than two parking spaces for each dwelling unit. (Ord 1650)
4. Multiple dwellings, R-5 zone, one and one-half spaces per dwelling unit; (Ord 1559)
5. For residential projects with senior housing, there shall be provided one parking space for each senior dwelling unit.
6. For residential projects with affordable housing, there shall be provided one and one-half spaces per for each affordable dwelling unit.

E. Limited residential special care facilities in the Residential-Special Care Development Zone. One space per two habitable units; (Ord. 1559)

F. Nursing homes Convalescent Homes or other than General Hospitals. One space for each three patient beds;

G. General Hospitals. One space per patient bed; one space per three hundred square feet of gross floor area of medical or dental office space; plus one parking space per two employees, determined at the month, day and hour when the greatest number of employees are on duty;

H. Trailer or Mobile Home Parks. (Repealed) (Ord. 1689)

I. Hotels or Motels. One space per two habitable or dwelling units; one space per two employees, determined at the month, day and hour when the greatest number of employees are on duty; 20 percent of the parking spaces required by this Chapter for meeting halls; and 30 percent of the parking spaces required by this Chapter for all other uses on the site (e.g., restaurants, bars, nightclubs, general commercial or retail use, et cetera). (Ord 1861)

J. Repealed. (Ord 1861)

K. Business Office, Service, Professional or Retail Use. One space per five hundred square feet of gross floor area, plus one parking space per two employees, determined at the month, day and hour when the greatest number of employees are on duty, with a minimum of five spaces required for Banks and Savings and Loan Associations; (Ord. 1708)

~~L. Banks, Business and Professional Offices, Medical and Dental Offices. (Repealed) (Ord. 1708)~~

~~M. Furniture Stores. One space per six hundred square feet of gross floor area, plus one parking space per two employees, determined at the month, day and hour when the greatest number of employees are on duty;~~

N. ~~Full Service Restaurants, Fast Food Restaurants, Formula Fast Food Restaurants; Bars, Nightclubs. (Ord 1881) (Ord. 1906)~~ Eating and Drinking Establishments, Fast-Food and Formula Fast Food

1. One space for each three seats and one space for each fifty-four inches of clear bench space, excluding dance floors and assembly areas without fixed seats which shall be calculated separately as one space for each fifty square feet of floor area; plus one parking space per two employees determined at the month, day and hour when the greatest number of employees are on duty. Fast food and formula fast food restaurants shall have parking requirements calculated by the above standard, however, a minimum of ten (10) parking spaces shall be provided for these uses either on site, or, but not limited to, via parking allocation credits, joint use, common facilities or facilities on private property on the same block within 200 feet of the site.

O. Churches, Mortuaries, Funeral Homes, Theaters, Assembly Halls, Auditoriums, Meeting Halls. One space for each five fixed seats, one space for each ninety inches of clear bench space, and one space for each fifty square feet of floor area used for assembly purposes;

P. Service Stations. There shall be a minimum of five off-street parking spaces or one off-street parking space for each pump island and two off-street parking spaces for each service bay whichever is greater; plus one parking space per two employees, determined at the month, day and hour when the greatest number of employees are on duty;

~~Q. Wholesale Establishments, Warehouses, Service and Maintenance Centers, Research Laboratories, Manufacturing Plants. One parking space for each one and one half employees, determined at the month, day and hour when the greatest number of employees are on duty, or one for each one thousand square feet of floor area;~~

R. Massage Establishments. One parking space per employee, determined at the month, day and hour when the greatest number of employees are on duty, and one space for each one hundred square feet of gross floor area;

S. Marinas, Yacht Clubs and dry boat storage yards. Three car parking spaces for every four boat slips and three car parking surfaces for every seven dry boat storage spaces for marinas, yacht clubs and for dry boat storage yards that contain boat launching facilities.

T. Schools and Classrooms. One parking space per two employees, determined at the month, day and hour when the greatest number of employees are on duty; plus, for high school or adult education classes, one parking space per five students, determined at the month, day and hour when the greatest number of students are enrolled. (Ord. 1544, 1571)

~~U. Drive Up Windows. Facilities with drive up windows shall not have vehicle drive-up window queuing lines in the turning radius of required parking spaces. Such facilities located on Orange Avenue shall provide five percent more parking spaces than would otherwise be required for the site's land uses. Required queue lines shall be no less than forty five feet long for ingress from the public right of way to the drive up window. (Ord. 1688, 1571, 1544)~~

V. Parking Lots or Structures. One parking space per two employees, determined at the month, day and hour when the greatest number of employees are on duty. (Ord. 1706)

W. Mixed Use Developments. Two Parking spaces per dwelling, and that parking that would otherwise be required for the other uses on the site except. (Ord 1868)

~~1. For Mixed Use Development incorporating as residential component single room occupancy housing, a boarding house or housing provided for, and maintained as, affordable housing for low or very low income households or affordable senior housing for low, very low or moderate income households, the parking standard for these aforementioned uses shall be one parking space per dwelling or one parking space per two habitable units, and that parking that would otherwise be required for the other uses on the site; and~~

~~2. For Mixed Use Development incorporating housing for managers or employees of commercial portions of the development, the parking required for the development's commercial portions shall be reduced by one space for each dwelling permanently assigned to a manager or employee of a business within the development.~~

Title 88 Orange Avenue Corridor Specific Plan
Chapter IV Commercial Zone

IV. J. OFF STREET PARKING

J. 1 Purpose

It is the purpose of this Section to provide for regulations governing the number of parking spaces required based on the type of use in the Commercial District.

J.2 Regulations

a. No parking is required for first floor uses on small parcels less than or equal to 7,000 square feet, except for eating and drinking establishments and in conformance with Chapter IV, Section J.2.f

b. First floor uses on large parcels greater than 7,000 square feet or having more than 65 lineal feet of street frontage are required to provide one (1) parking space per each 500 square feet of floor area, except for eating and drinking establishments.

c. Eating and drinking establishments on any floor are required to provide one (1) parking space per every 100 square feet of floor area. Formula Fast Food restaurants are required to provide a minimum of 10 parking spaces, regardless of floor area.

d. Second floor uses on any size parcel are required to provide one (1) parking space per each 500 square feet of floor area.

e. Any use (except for eating and drinking establishments) that provides underground parking is allowed to park that use at one (1) space per each 600 square feet.

f. Existing parking spaces must be maintained to a requirement of one space per each 500 square feet of existing building area.

g. An existing eating and drinking establishment may be replaced with a new eating and drinking establishment in the same existing building and no new parking shall be required; existing on site parking must be maintained.

h. An eating and drinking establishment with outdoor dining may be established or expanded in the commercial area and have a total of eighteen seats without provided required parking. (This exemption does not apply to Formula Fast food restaurants)

i. Tandem parking is permitted for business valet and employee parking only and may not be stacked deeper than two cars.

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF CORONADO, CALIFORNIA, REQUESTING COASTAL
COMMISSION CERTIFICATION OF AMENDMENTS TO THE CORONADO
LOCAL COASTAL PROGRAM IMPLEMENTATION ORDINANCE IN
CHAPTER 86.55 CONCERNING USES ALLOWED BY ISSUANCE
OF A MINOR SPECIAL USE PERMIT

WHEREAS, the City of Coronado has adopted a General Plan and a Local Coastal Program (LCP);

WHEREAS, pursuant to Section 86.70.060 which identifies Categorical Exempt Geographic Areas from coastal permit requirements and states..."Addition to the list of land uses that may be allowed with a Minor Special Use Permit shall require a Local Coastal Program amendment";

WHEREAS, the Coronado City Council and Planning Commission have determined in public hearings that amendments proposed to Chapter 86.55 concerning uses requiring a Minor Special Use Permit would require review and update to the LCP implementation ordinance based upon language contained in 86.70.060 of the Municipal Code cited above;

WHEREAS, the Coronado City Council and Planning Commission have determined the proposed amendment would result in a more streamlined and business friendly discretionary review process for commercial businesses thereby encouraging a greater diversity of commercial activities in the Commercial zone;

WHEREAS, the Coronado City Council and Planning Commission have determined in public hearings that the amendment under review is consistent with the policies and goals of the Coronado LCP and General Plan;

WHEREAS, said public hearings were duly noticed as required by law and all persons desiring to be heard were heard at said hearings;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Coronado, California, that the City of Coronado amends the implementation ordinance to allow commercial uses with a Minor Special Use Permit as identified in Title 88 of the Orange Avenue Corridor Specific Plan as follows:

See Attachment "A"

NOW, THEREFORE, BE IT FURTHER RESOLVED by the City Council of the City of Coronado, California that it requests California Coastal Commission certification of the Local Coastal Program Implementation Ordinance and recognizes said

amendments would take effect following certification of the LCP amendment by the California Coastal Commission

PASSED AND ADOPTED by the City Council of the City of Coronado, California, this _____ day of _____, 2003 by the following vote, to wit:

AYES:

NAYS:

ABSENT:

ABSTAIN:

Tom Smisek, Mayor
City of Coronado

Attest:

L. Diane Shea, City Clerk

- e. Telecommunication Facilities including antenna towers, mast, panels, and similar structures (restricted from Orange Avenue in Commercial zone)

E.8 Vehicle Related Uses

- a. Auto Rental Office (without onsite storage of rental vehicles)
- b. Automobile Parts sales (without installation)
- c. Automobile Service Station (with or without convenience store)
- d. Car Wash, full or self service

March 4, 2004

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Examples: Comparison of Existing Codes with Proposed Codes

Restaurants-New construction: Using existing codes, a new restaurant could be established by calculating the grandfathering provision of the previous use combined with the outdoor dining ordinance and not provide any off-street parking. Using proposed codes, a new restaurant would have to provide 1 space/100 sq.ft. The new restaurant could also use the outdoor dining ordinance. Net result: Real parking will be provided for new restaurants. The standard is more stringent.

Restaurants-Replacement: Using existing codes, a restaurant could replace another restaurant if the intensity (number of seats and employees) is not increased. Using proposed codes, a restaurant could replace another restaurant if the square footage does not increase. New square footage requires new parking. The standard is more realistic way of requiring parking for restaurants.

Commercial-New construction on parcels > 7,000 sq.ft: Using existing codes, a two-story 8,000 square foot building with 4 spaces could be demolished and reconstructed and increased in intensity of use (up to the equivalent of 2 spaces) without providing parking beyond the 4 that previously existed. Using proposed codes, the same building would need to provide 16 parking spaces with reconstruction. The standard is more stringent.

Commercial-New construction on parcels < 7,000 sq.ft.: Using existing codes, a two-story 5,000 square foot building with 4 spaces could be demolished and reconstructed and increased in intensity of use (up to the equivalent of 2 spaces) without providing parking beyond the 4 that previously existed. Using proposed codes, the same building would need to provide 5 spaces (assumes 2,500 for each 1st and 2nd floors) in order to reconstruct the same square footage. The standard is more stringent.

Using existing codes, a one-story building with a 1000 sq.ft. 2nd story addition would need to provide 2 spaces. Using proposed codes, the requirement would also be 2 spaces. Using existing codes, a one-story building with 2,000 square feet and 4 spaces could be demolished and replaced in kind. Using proposed codes, the parking requirement of 4 spaces would remain. The standards are the same.

(3) Demolition associated with construction on "larger" parcels (>7,000) would require new construction to be parked at 1 sp/500 square feet. All parking for the project must be provided. In the 800 block of Orange Avenue, this would result in significantly more parking than exists today. A quick survey revealed there may be one or two sites (Petco and Bank of America) in town where existing parking may exceed the requirement. If these sites were redeveloped, there is the potential that some of the excess parking that exists could be lost. For smaller properties, there does not appear to be even one site where excess parking exists.

Supplemental Material Provided for City of Coronado LCP submittal
12/18/03

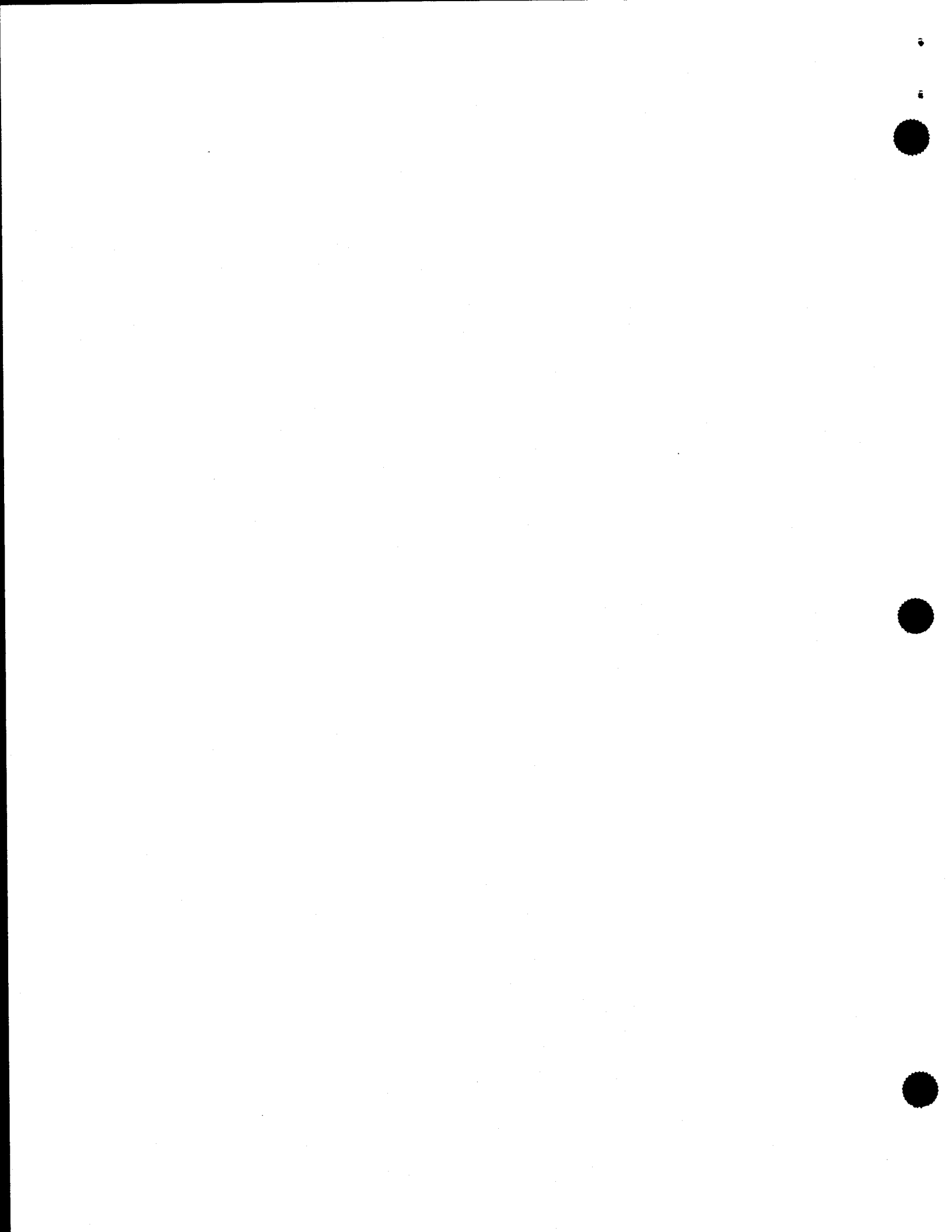
Section 86.70.060 of the City of Coronado Municipal Code concerning Coastal Permits states...
"Addition to the list of land uses that may be allowed with a Minor Special Use Permit shall require a Local Coastal Program amendment." The City's LCP amendment consists of identification of those uses that will now require a Minor Special Use Permit.

While somewhat different from the LCP amendment but requested for clarification is a comparison of Major and Minor Special Use Permit uses for the old CC and LC zones and for the new CC zone within the Specific Plan.

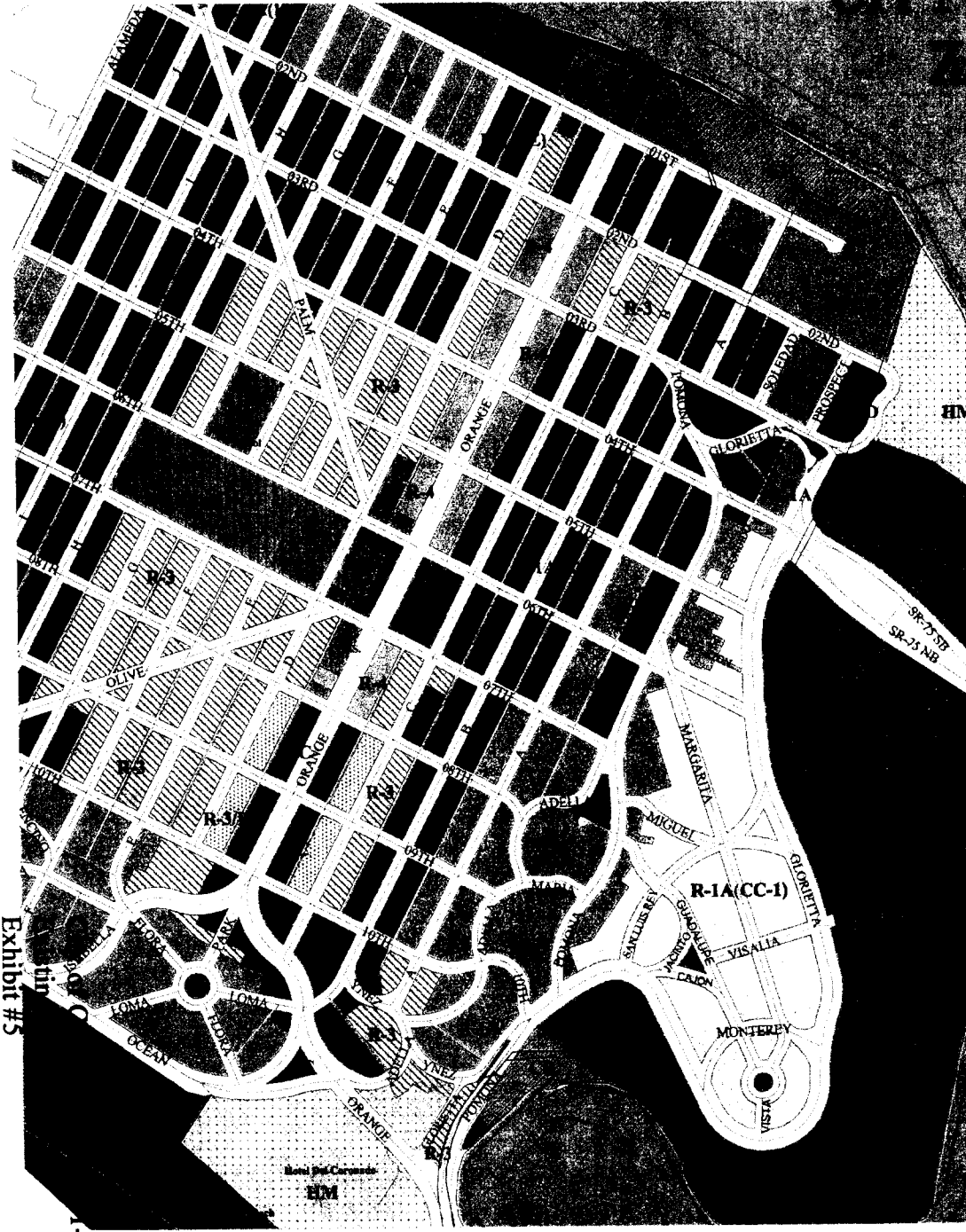
<u>Old CC and LC zones (Major)</u>	<u>New C zone</u>
Church	Church- minor
Aquaculture	N/A
Assemblages of Many People/Automobiles	N/A
Open-air Theaters	Live Theatre-allowed
Sport/Recreational Enterprises	Sports facility-allowed
Automobile Car Wash	Car Wash-minor
Boarding House	N/A
Medical Clinic	Health Care Facility-allowed *
Dumps	N/A
Formula Retail	Formula Business - minor
Hospital	see above
General Convalescent	see above
Nursing Home	see above
Rest Home	see above
Sanitarium	see above
Animal Hospital	Veterinary Hospital - minor
Automobile Sales Facilities	Auto showroom *
Motor Vehicle Service Station	Auto service station - minor
Hotel, Motel	hotel, motel - minor
Veterinarian Facilities	see above
Mixed Use Development	N/A - prohibited
Motor Vehicle Repair	Prohibited - *
Building Materials Retail Sales	Building Materials Sales, indoor*
Kennel	Prohibited
Light Industrial Manufacturing	Prohibited except repair is allowed
Project consisting of more than 15,000 sq.ft.	Retail Projects > 5,000 s.f -minor
Project incorporating 3 rd story of > 3,000 sq.ft	N/A 3 rd story prohibited
Project consist of FAR > 1.8	Retail projects > 1.8 FAR
Formula Fast Food ***Minor SUP (no coastal)	Formula Fast Food

* Refers to additional location restrictions

Note: Attachment A to Resolution 7960 identifies all uses now requiring a Minor Special Use Permit. Before, only one use required a Minor Special Use Permit. Now, a lot more uses are allowed in the downtown however several of those now require Minor Special Use Permits .

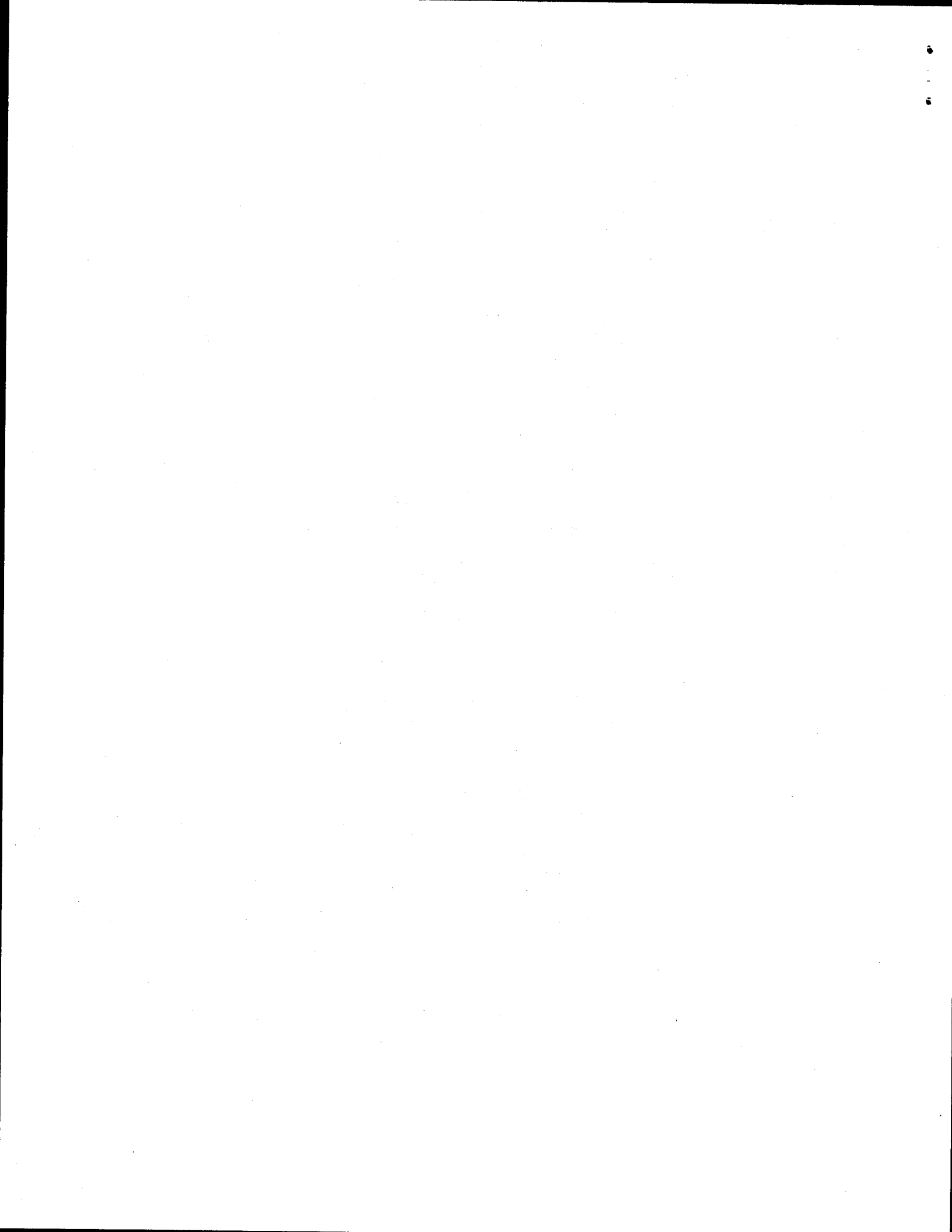


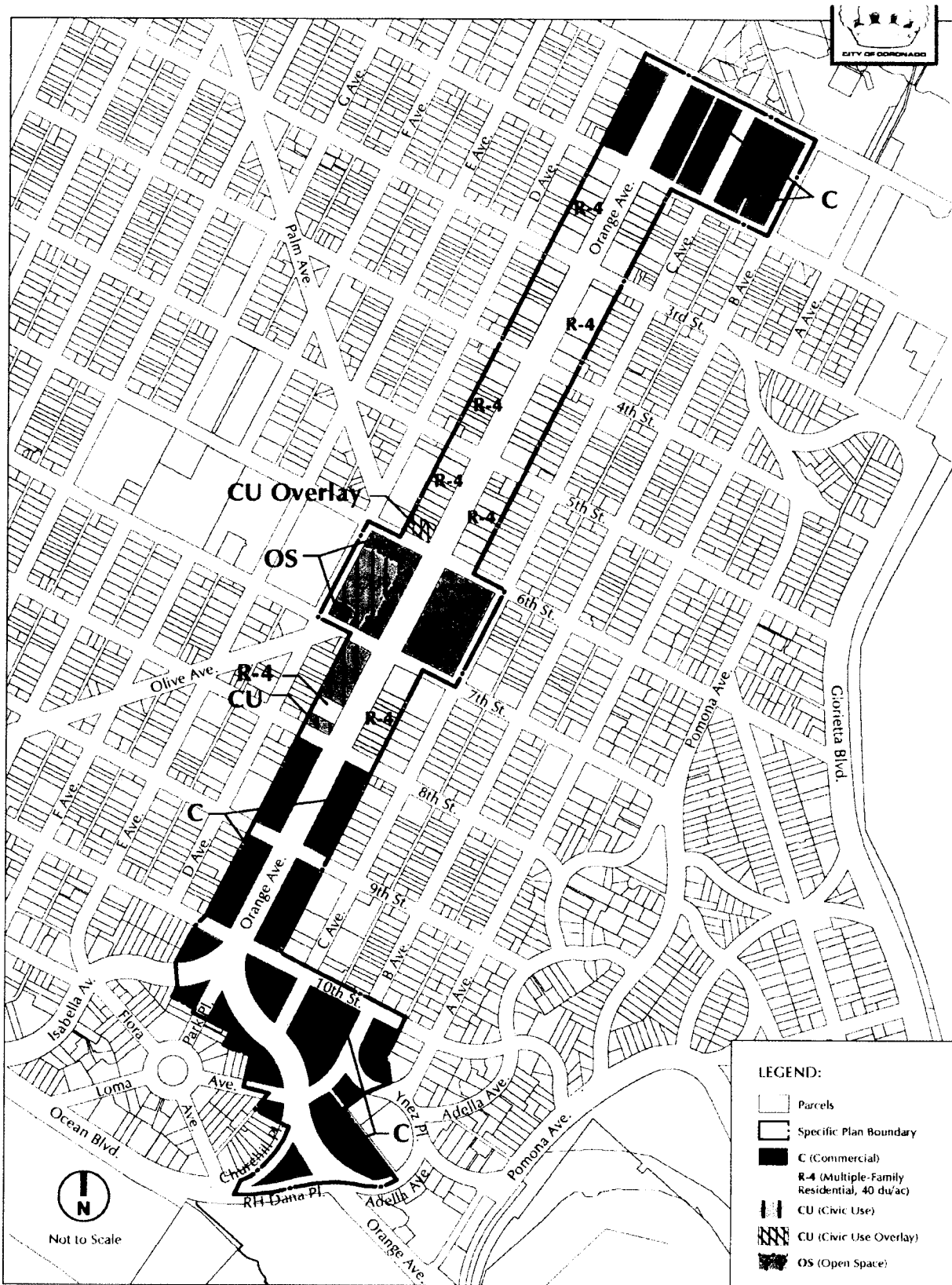
ZONING MAP



	Freeways
	Roads
	Port District Boundaries
	Shoreline
	High Tide Line
ZONING DESIGNATIONS	
	CC [Central Commercial]
	CR [Commercial Recreation]
	CU [Civic Use]
	HM [Hotel & Motel]
	LC [Limited Commercial]
	R-1A [Single Family Residential, 8 DU/AC, 5500 Sq.Ft. MLS]
	R-1A(BF) [Single Family Residential, 6 DU/AC, 7500 Sq.Ft. MLS]
	R-1A(CC-1) [Single Family Residential, 6 DU/AC, 7500 Sq.Ft. MLS]
	R-1A(CC-2) [Single Family Residential, 6.5 DU/AC, 6600 Sq.Ft. MLS]
	R-1A(CC-3) [Single Family Residential, 7 DU/AC, 6000 Sq.Ft. MLS]
	R-1A(E) [Single Family Residential, 8 DU/AC, 5250 Sq.Ft. MLS]
	R-1B [Single Family Residential, 12 DU/AC, 3500 Sq.Ft. MLS]
	R-3 [Multiple Family Residential, 28 DU/AC, (1/1556 sq.ft.) 3500 Sq.Ft. MLS]
	R-3/P [Multiple Family Residential, 28 DU/AC, (1/1556 sq.ft.) 3500 Sq.Ft. MLS W/Parking Overlay]
	R-4 [Multiple Family Residential, 40 DU/AC, (1/1090 sq.ft.) 3500 Sq.Ft. MLS]
	R-5 [Multiple Family Residential, 47 DU/AC, (1/725 sq.ft.)]
	R-PCD [Residential - Planned Community Development]
	R-SCD [Residential - Special Care Development]

Exhibit #5





**Coronado LCPA 1-03
 Proposed Orange Avenue Zoning
 Exhibit #6**

