



W18d

**GREG COX**  
CHAIRMAN

San Diego County Board of Supervisors

June 10, 2013

Ms. Mary Shallenberger  
Chair  
California Coastal Commission  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219

**RE: Support for Application No. 6-13-022 (Bikeway Village, LLC, Imperial Beach)**

Dear Ms. Shallenberger:

Thank you for considering application no. 6-13-022 for Bikeway Village in Imperial Beach, CA. As you know, I am a long time advocate for the Bayshore Bikeway and related public access projects in south San Diego Bay. With the Coastal Commission's partnership and support, the Bayshore Bikeway is over 60 percent complete and I hope the remaining segments will be completed within the next five years.

The Bikeway Village project is a perfect example of a private development that expands public access and provides visitor-serving and commercial amenities in the coastal zone. The project will convert two existing warehouses into an eco-tourist destination that includes a hostel, café, bike shop, public restrooms, and a community room immediately adjacent to the Bayshore Bikeway. As the staff report says, this is "precisely the type of development encouraged and prioritized under the Coastal Act."

I appreciate your consideration of this permit application and respectfully request that the Commission support staff's recommendation to approve Bikeway Village.

Sincerely,

  
GREG COX  
Chairman

cc: Sherilyn Sarb, Deputy Director, San Diego Coast District

Letter of Support  
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**CALIFORNIA COASTAL COMMISSION**

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# W18d

Filed: 5/17/13  
180th Day: 11/13/13  
Staff: D. Lilly-SD  
Staff Report: 5/23/13  
Hearing Date: 6/12/13

## STAFF REPORT: REGULAR CALENDAR

**Application No.:** 6-13-22

**Applicant:** Rex Butler

**Agent:** Jim Nakagawa

**Location:** 535 Florence Street; 500 & 536 13<sup>th</sup> Street, Imperial Beach, San Diego County. APN 626-192-03 & -04; 616-021-10

**Project Description:** Conversion of two existing warehouse buildings into a 50-bed hostel, community room, public restrooms, commercial retail/café, and other eco-tourist related uses on a 2.12-acre site located immediately south of the Bayshore Bikeway.

**Staff Recommendation:** Approval with Conditions

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## SUMMARY OF STAFF RECOMMENDATION

The proposed project will convert the two existing warehouse buildings into a variety of tourist-commercial related uses including a 2-story, 50-bed hostel, a 928 sq.ft. community room, and approximately 18,983 sq.ft. of retail commercial space, publically accessible decks facing the refuge, tables, seat walls and a fire pit, an ADA accessible observation deck and bicycle parking. The major Coastal Act issues associated with this

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project include protections for the adjacent sensitive upland and wetland habitat, including water quality, and ensuring that public parking is protected and expanded. To address these potential adverse impacts, the Commission staff is recommending **Special Conditions 1, 2, 3, 4, 5, and 6**. Special Conditions #1 and #2 require that an open space deed restriction be placed on one corner of the property adjacent to the South Bay Wildlife Reserve, to ensure that the existing buffer between the Reserve and the existing bike path spur remains natural. Special Conditions #3, #5, and #6 require the submittal of final building plans, drainage and landscape plans that include all of the proposed public improvements, landscape and water quality improvements associated with the proposed development. Special Condition #4 requires the applicant to identify the location of the proposed import of graded material, to ensure that the import of material will not affect coastal resources. Special Condition #3 also requires that public parking be available at the site.

Commission staff recommends **approval** of coastal development permit application 6-13-20 as conditioned.

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## I. MOTION AND RESOLUTION

### Motion:

*I move that the Commission **approve** Coastal Development Permit Application No. 6-13-22 subject to the conditions set forth in the staff recommendation.*

Staff recommends a **YES** vote on the foregoing motion. Passage of this motion will result in conditional approval of the permit and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

### Resolution:

*The Commission hereby approves coastal development permit 6-13-22 and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.*

## II. STANDARD CONDITIONS

This permit is granted subject to the following standard conditions:

1. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. **Expiration.** If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. **Interpretation.** Any questions of intent of interpretation of any condition will be resolved by the Executive Director or the Commission.
4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.

5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

### III. SPECIAL CONDITIONS

This permit is granted subject to the following special conditions:

1. **Open Space Restriction.** No development, as defined in Section 30106 of the Coastal Act shall occur in the area generally described as the northeast corner of the parcel APN #616-021-10 from the parcel line west to the area shown as the limit of work, as depicted in an exhibit attached to the Notice of Intent to Issue Permit (NOI) that the Executive Director issues for this permit, except for optional planting and/or maintenance of native coastal sage scrub vegetation.

**PRIOR TO ISSUANCE BY THE EXECUTIVE DIRECTOR OF THE NOI FOR THIS PERMIT**, the applicant shall submit for the review and approval of the Executive Director and, upon such approval, for attachment as an Exhibit to the NOI, a formal legal description and graphic depiction of the portion of the subject property affected by this condition, as generally described above and shown on Exhibit #2 attached to this staff report.

2. **Deed Restriction. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit to the Executive Director for review and approval documentation demonstrating that the applicant has executed and recorded against the parcel(s) governed by this permit a deed restriction, in a form and content acceptable to the Executive Director: (1) indicating that, pursuant to this permit, the California Coastal Commission has authorized development on the subject property, subject to terms and conditions that restrict the use and enjoyment of that property; and (2) imposing the Special Conditions of this permit as covenants, conditions and restrictions on the use and enjoyment of the Property. The deed restriction shall include a legal description of the entire parcel or parcels governed by this permit. The deed restriction shall also indicate that, in the event of an extinguishment or termination of the deed restriction for any reason, the terms and conditions of this permit shall continue to restrict the use and enjoyment of the subject property so long as either this permit or the development it authorizes, or any part, modification, or amendment thereof, remains in existence on or with respect to the subject property.
3. **Final Plans. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit for review and written approval by the Executive Director, final site, building, and parking plans for the proposed development that have first been approved by the City of Imperial Beach. Said plans shall be in substantial conformance with the plans submitted with this application by RECON and Studio E Architects dated October 2011, and shall include the following:

- a. The parking located on the east side of 13<sup>th</sup> Street shall be available for public parking.

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

4. **Import of Graded Materials. PRIOR TO THE ISSUANCE OF THE OF COASTAL DEVELOPMENT PERMIT**, the applicant shall identify the location from which the graded material will be imported. If the site is located within the coastal zone, a separate coastal development permit or permit amendment shall first be obtained from the California Coastal Commission or its successors in interest.

5. **Final Drainage Plan. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit to the Executive Director for review and written approval, a final drainage and runoff control plan documenting, graphically and through notes on the plan, that runoff from the roof, parking areas, and other impervious surfaces will be collected and directed into pervious areas on the site (landscaped areas) for infiltration and/or percolation in a non-erosive manner, prior to being conveyed off-site.

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

6. **Landscape Plans:** By acceptance of this permit, the applicant agrees to the following:
  - a. Landscaping on the site shall emphasize the use of drought-tolerant native species. Use of drought-tolerant, non-invasive ornamental species and lawn area is allowed as a small component. No plant species listed as invasive by the California Native Plant Society, the California Invasive Plant Council, or as may be identified from time to time by the State of California shall be employed or allowed to naturalize or persist on the site. No plant species listed as 'noxious weed' by the State of California or the U.S. Federal Government shall be utilized.
  - b. The planting plan shall be implemented within 60 days of completion of construction.
  - c. All required plantings shall be maintained in good growing condition, and whenever necessary, shall be replaced with new plant materials to ensure continued compliance with applicable landscape screening requirements.

d. Rodenticides containing any anticoagulant compounds (including, but not limited to, Warfarin, Brodifacoum, Bromadiolone or Diphacinone) shall not be used.

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

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

#### **IV. FINDINGS AND DECLARATIONS**

##### **A. PROJECT DESCRIPTION**

The proposed project is the “adaptive reuse,” or conversion, of two existing warehouse buildings into a hostel, community room, public restrooms, commercial retail, and other eco-tourist related uses on a 2.12-acre site located in the City of Imperial Beach, immediately south of the Bayshore Bikeway and the salt ponds located in the San Diego National Wildlife Refuge.

The project site was the subject of a Local Coastal Program (LCP) Amendment approved by the Commission in March of this year to rezone and redesignate the site from Two-Family Detached Residential to a new land use category and zone entitled Commercial/Recreation-Ecotourism (C/R-ET). This new designation/zone is intended to provide for land to meet the demand for goods and services required primarily by the recreational and ecotourist visitor, including pedestrian-oriented, small-scale visitor-serving retail and services such as specialty stores, shops, eating and drinking establishments (such as restaurants and cafés), recreational uses, fitness, athletic and health club uses, and visitor accommodations (such as hostels, hotels, and motels). Other non-visitor-serving uses such as professional offices and live/work units are also permitted.

The subject site consists of three lots; two which are fully developed with one each of the warehouses, and one lot to the north of the warehouses, south of the Bayshore Bikeway that was previously owned by the San Diego Airport Authority. This lot is vacant and undeveloped except for an existing bike path spur located across the northeast corner of the site that provides access to the Bayshore Bikeway from the terminus of 13<sup>th</sup> Street. The applicant has indicated that the existing warehouses were constructed sometime between 1964 and 1980. Currently, the buildings are used for a workshop/storage space for stock cars, and furniture sales. The area between the two existing buildings is actually



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publically owned street right-of-way for the extension of the alley located between Florence and 13<sup>th</sup> Streets. However, this area is used for parking and access to the existing warehouses.

The proposed project will redevelop the western warehouse building (Building A) into a 2-story, 50-bed hostel, a 928 sq.ft. community room, and approximately 6,383 sq.ft. of retail commercial space. The eastern building (Building B) will be converted into 12,600 sq.ft. of retail commercial, and a public restroom. A café will likely be included in the commercial retail. A new deck will be constructed on the north side of the buildings, overlooking the refuge, with tables, seat walls and a fire pit. An ADA accessible observation deck will be located on the north side of the project between the proposed deck and the existing bike path. This side of the development will be oriented towards the bike path, and is intended to offer a publically accessible passive recreational area for bicyclists and pedestrians. Access to the proposed development from the bike path will be provided on paths on both the east and west side of the site. The area surrounding the observation deck will be restored with native, drought tolerant vegetation. The remainder of the site will be landscaped with non-invasive shrubs and trees. One existing Mexican Fan Palm on the northern portion of the site will be removed or relocated off-site. As proposed, all lighting would be directed downward and away from sensitive wildlife areas, and there will not be any lighted signage on the north side of the structures.

Approximately 2,540 cubic yards of imported fill is proposed to create the back deck and landscape area. Because the applicant has not yet identified where the import material will be obtained, Special Condition #4 requires that the import site be identified and that, if necessary, a coastal development permit be obtained for importing the material.

The existing building has approximately 57 on-site parking spaces, including spaces on the western side of the site, between the buildings, and on the east side of the warehouse at the terminus of 13<sup>th</sup> Street. The City of Imperial Beach has indicated most of the existing parking spaces that serve the warehouses, including the parking between the buildings and on the east side of the building, are actually within public street right-of-way. The City is not proposing to vacate the alley or any of the street right-of-ways, but to continue to allow right-of-way to be used for parking for the proposed project. There are also approximately 13 existing public parking spaces on the east side of the 13<sup>th</sup> Street terminus which are used by people accessing the Bayshore Bikeway.

The existing on-site parking spaces on the west side of the building and in a redeveloped “motor court” between the buildings will remain, similar to the existing parking in these locations. The existing parking on the east side of the buildings is being redesigned to be safer for bicyclists. Currently, there are approximately 14 parking spaces on the east side of the warehouses, on the west side of 13<sup>th</sup> Street, used by the existing businesses on the site. There are approximately 13 additional spaces on the east side of 13<sup>th</sup> Street, used, as noted by people accessing the Bayshore Bikeway. Currently, bicyclists accessing (or exiting) the Bayshore Bikeway from the terminus of 13<sup>th</sup> Street must traverse between the parking on both sides of the street end and any cars backing up into the street from these spaces (see Exhibit #1), which is an unsafe condition.

As proposed, the existing private parking spaces on the east side of the site will be shifted further east so a new ADA accessible ramp leading to the bayside deck can be constructed on the east side of the warehouse. The bicycle path spur connecting the street end to the Bayshore Bikeway will be shifted slightly west, such that it will be located west of the street, between the building and the parked cars (see Exhibit #2).

The project also includes the construction of approximately 31 new “back-in angled” parking spaces south of the project site, on the east side of 13<sup>th</sup> Street (see Exhibit #4). The back-in angle configuration of these spaces is intended to reduce hazards to bicyclists associated with cars backing out into the street from traditional pull-in/back-out parking spaces. Currently this area is unimproved street/dirt area without sidewalks or formalized parking.

The majority of the proposed project area is within the Commission’s original jurisdiction. However, a portion of the proposed new parking spaces on 13<sup>th</sup> Street are located within the City’s coastal permit jurisdiction. The City and the applicant have agreed to a consolidated permit and thus, have the Coastal Commission issue the permit for the entire project, per Section 13053 of the California Code of Regulations. Therefore, the standard of review for the project is the Chapter 3 policies of the Coastal Act.

## **B. PUBLIC ACCESS/VISITOR-SERVING COMMERCIAL/LOWER-COST FACILITIES**

Section 30210 of the Coastal Act states:

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

Section 30211 of the Coastal Act states:

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

Section 30213

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

Section 30221

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*Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.*

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.*

In addition, there are numerous relevant policies in the certified LCP, which is used for guidance in this area:

Policy L-6 states:

**L-6 Tourist Commercial Uses**

Imperial Beach should provide, enhance and expand tourist commercial uses to the extent that they can be compatible with the small beach oriented town character of the City.

**L-9 Lower Cost Visitor and Recreational Facilities**

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

Policies P-1, P-2 and P-7 state:

**P-1 Opportunities For All Ages, Incomes, and Life Styles**

To fully utilize the natural advantages of Imperial Beach's location and climate, a variety of park and recreational opportunities for residents and visitors shall be provided for all ages, incomes and life styles.

**P-2 Ocean and Beach Are The Principal Resources**

The ocean, beach and their environment are, and should continue to be, the principal recreation and visitor-serving feature in Imperial Beach. Oceanfront land shall be used for recreational and recreation-related uses whenever feasible.

**P-7 Increase Tourist Related Commercial Land Uses**

The City and its business community should take direct action to increase the amount of tourist-oriented businesses both along the beachfront, South San Diego Bayfront and inland areas.

Pursuant to the public access policies of the Coastal Act, and particularly section 30213, the Commission has the responsibility to ensure that a range of affordable facilities be provided in new development along the coastline of the state. The expectation of the Commission, based upon multiple precedents, is that developers of sites suitable for overnight accommodations will provide facilities which serve people with a range of incomes.

The proposed project would convert two existing non-conforming warehouses to a lower-cost overnight visitor-accommodation, a public community room, public restrooms, and bicycle/pedestrian-oriented, tourist-commercial retail uses. All of these uses, particularly the hostel, are high-priority uses under the Coastal Act. The proposed hostel will provide a much needed affordable overnight facility in a region with few such opportunities. The proposed public recreational and retail uses incorporated into the project, as well as the manner in which the development has been physically oriented towards the bay shore, will provide an important and attractive amenity for both users of the Bayshore Bikeway and the patrons of the proposed project. The proposed bike path improvements and public overlook will provide further low/no-cost public access and recreation benefits.

In summary, the uses proposed in the subject project are precisely the type of development encouraged and prioritized under the Coastal Act. As conditioned, the proposed project will have a positive impact on the public's ability to access overnight accommodations, public access, public recreational facilities, and tourist-oriented uses in Imperial Beach, consistent with the Coastal Act and the certified LCP.

### **C. WATER QUALITY & BIOLOGICAL RESOURCES**

Section 30230 of the Coastal Act states:

*Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.*

Section 30231 of the Coastal Act states:

*The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*

Section 30240 of the Coastal Act states:

*(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.*

*(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.*

An environmental study done for the project determined that the vacant portion of the site, north of the warehouses, south of the bike path, has been graded in the past and is periodically mowed, and supports only non-native vegetation with little to no wildlife habitat. On the northeast triangular corner of the parcel, east of the existing bike path spur on the site, the environmental study found a small area of sparse coastal sage scrub composed of remnant shrubs. It has been mowed in the past, but the subject project is not proposing any development in this area.

While there are little to no sensitive resources on the site, the subject site is immediately adjacent to the South Bay San Diego Bay Wildlife Refuge, a major wildlife and sensitive habitat preserve. The environmental study surveyed the nearby wetland habitat in the project area, and determined that the northeast corner of the site and the northern portion of 13<sup>th</sup> Street, are within 100 feet of wetland habitat. Typically, the Commission requires that a buffer of at least 100 feet be maintained between wetlands and development to assure adequate protection of the existing sensitive resources. In this case, although the project does involve work within 100 feet of wetlands, almost all the development proposed within the buffer, that is, the development of new parking spaces on the east side of 13<sup>th</sup> Street, would all be occurring on existing developed public street, and formalizing parking on an existing paved street is unlikely to have an adverse impact on the adjacent natural habitat.

A small amount of work is proposed to extend eastward beyond the footprint of the existing pavement on 13<sup>th</sup> Street, into the narrow strip of bare dirt next to the street to accommodate new sidewalks, and curbs and gutters. This area is also currently used for informal parking and contains no resources. The minor expansion of street improvements closer to the habitat is not expected to have any adverse impact on sensitive habitat. There is an existing fence at the edge of the street right-of-way which will remain, so pedestrians will not be able to access the adjacent habitat. The street improvements are expected to improve water quality by channeling runoff into a new riprap energy dissipater installed on the east side of 13<sup>th</sup> Street. The project includes water quality improvements on the main development site, as well. All water runoff from the project site would be retained and treated on site, and bioswales on the northern side of the site would be created to filter runoff. Thus, the project should have a positive impact on the surrounding resources. Staff at the Wildlife Refuge have reviewed the proposed project, and do not have any objections to the location of the proposed development or the reduced buffer, noting that the increased tourist activity on the bikeway that may result

from the proposed improvements is likely to reduce the prevalence of illegal loitering and dumping that has occurred in the region in the past. Because the drainage plan submitted with the application is preliminary and not all of the proposed improvements are shown as final on the plans, Special Condition #5 requires submittal of a final drainage plan.

The northeast corner of the site is also located within 100 feet from wetlands. The only development proposed near this area is minor revisions to the existing paved bike path spur which will align the path slightly further away from the adjacent reserve. Although this corner of the site not currently vegetated with significant sensitive vegetation, it is serving as a buffer area, and if left undisturbed, will likely naturally revegetate with the grasses and shrubs located in the adjacent refuge. In order to ensure that this area is protected as a buffer area, Special Condition #1 requires this area to be placed under an open space deed restriction.

As described above, the proposed landscaping will be mostly native plant species, and will be non-invasive and drought-tolerant. To ensure that the landscaping is maintained as proposed, and that no rodenticides are used on this site, Special Condition #6 requires submittal of a landscaping monitoring report in 5 years.

Therefore, as conditioned, the project is not expected to have an adverse impact on sensitive resources, and should result in an improvement in water quality. Therefore, the Commission finds the project consistent with the water quality and resource protection policies of the Coastal Act.

#### **D. PUBLIC ACCESS & PARKING**

Section 30252 of the Coastal Act states, in part:

*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...*

Section 30253 of the Coastal Act states, in part:

*New development shall: [...]*

*(4) Minimize energy consumption and vehicle miles traveled. [...]*

Under the City of Imperial Beach's parking ordinance, the proposed project would generate a demand for 76 parking spaces. Typically, the Commission requires that development maintain adequate off-street parking to ensure there are no unintended spillover effects that could adversely affect public access opportunities. However, in the case of the proposed project, most if not all of the proposed (and existing) parking is actually within public right-of-way. The project includes approximately 47 "on-site" parking spaces adjacent to the warehouses on Florence Street, between the existing buildings, and on the west side of north 13<sup>th</sup> Street, and 31 new spaces are being created further south on 13<sup>th</sup> Street. Thus, there will be approximately 78 spaces total available to serve the proposed development, consistent with the LCP requirements. This total does not include the existing parking spaces on the east side of 13<sup>th</sup> Street, which have always been available for public use and will not be changing. In addition, the project is oriented towards bike traffic, and presumably many customers will not require car parking.

Therefore, the project will result in more overall parking spaces in the area, without any impacts to existing parking. Because the parking plan submitted with the application is preliminary, and shows both the proposed and an alternative parking configuration, Special Condition #3 requires submittal of a final parking plan. In addition, since the site is expected to encourage visitors to the area and use of the Bayshore Bikeway, and because so much of the parking is in public right-of-way, rather than restrict any of the parking spaces (new or existing) on the east side of 13<sup>th</sup> Street to patrons of the proposed project, it would be most beneficial to public access and recreation if the parking on the east side of 13<sup>th</sup> Street were retained as available to the general public. Therefore, Special Condition #3 also requires that these spaces not be restricted to customers only. Therefore, as conditioned, the proposed project will have adequate parking, encourage non-automobile circulation, have a positive impact on public access opportunities, and minimize vehicle miles traveled, consistent with the Chapter 3 policies of the Coastal Act.

#### **E. LOCAL COASTAL PLANNING**

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

As noted, the subject site is zoned and designated for commercial/recreational-ecotourist uses, a new zone that was created in part to accommodate the proposed project. The proposed pedestrian-oriented, small-scale visitor-serving retail, recreational uses, and visitor accommodations are consistent with this designation. As described above, the proposed project has been conditioned to avoid impacts on biological resources and public access, and will be consistent with the all applicable Chapter 3 polices as well as with the certified LCP. Therefore, the Commission finds that approval project, as conditioned, will not prejudice the ability of the City of Imperial Beach to continue to implement its certified LCP.

**F. CALIFORNIA ENVIRONMENTAL QUALITY ACT**

Section 13096 of the Commission's Code of Regulations requires Commission approval of Coastal Development Permits to be supported by a finding showing the permit, as conditioned, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

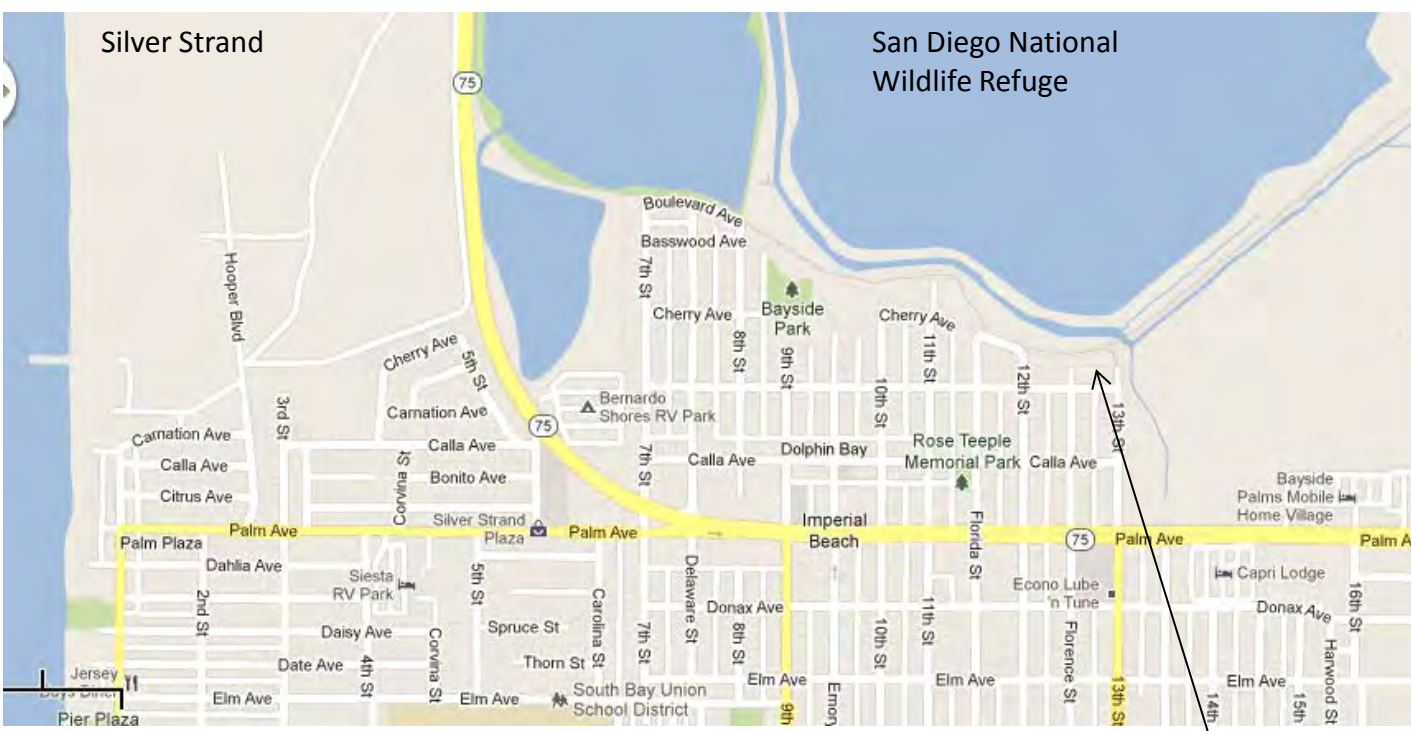
The proposed project has been conditioned in order to be found consistent with the Chapter 3 policies of the Coastal Act. Mitigation measures, including conditions addressing open space and parking will minimize all adverse environmental impacts. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project is the least environmentally-damaging feasible alternative and is consistent with the requirements of the Coastal Act to conform to CEQA.

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Silver Strand


San Diego National Wildlife Refuge

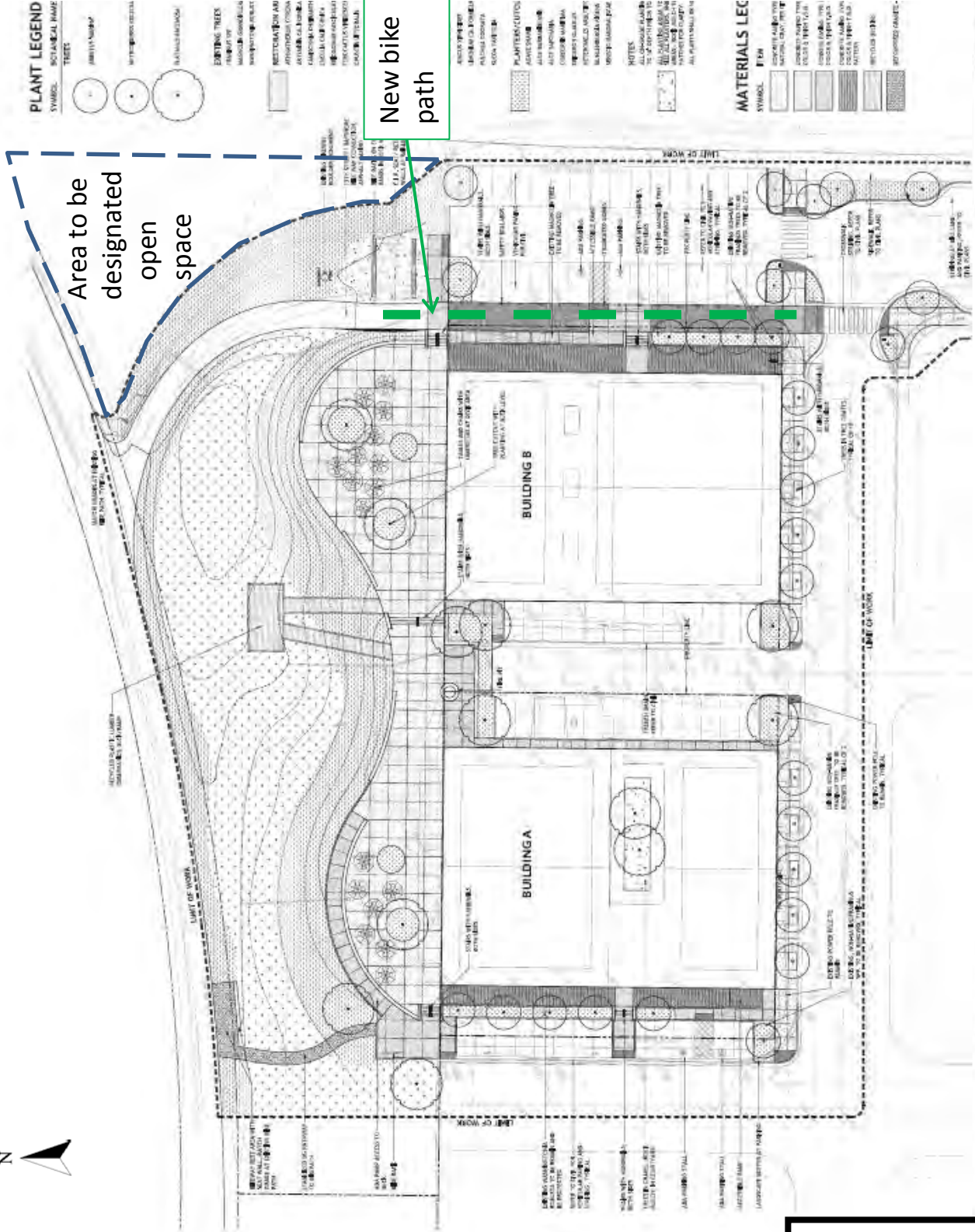


Site



Existing Bike Path Spur

EXHIBIT NO. 1
APPLICATION NO. <b>6-13-22</b>
Location Map
 California Coastal Commission



Area to be designated open space

New bike path

**PLANT LEGEND**

SYMBOL	SCIENTIFIC NAME
○	TESTES
○	AMALIA NUNATA
○	NYCTAGONYSTES
○	RAJIVALS MATHURA

**EXISTING TREES**

○ 10" DBH  
○ 12" DBH  
○ 14" DBH  
○ 16" DBH  
○ 18" DBH  
○ 20" DBH  
○ 22" DBH  
○ 24" DBH  
○ 26" DBH  
○ 28" DBH  
○ 30" DBH  
○ 32" DBH  
○ 34" DBH  
○ 36" DBH  
○ 38" DBH  
○ 40" DBH  
○ 42" DBH  
○ 44" DBH  
○ 46" DBH  
○ 48" DBH  
○ 50" DBH  
○ 52" DBH  
○ 54" DBH  
○ 56" DBH  
○ 58" DBH  
○ 60" DBH

**RESECTION AND APPROVED TREES**

○ 10" DBH  
○ 12" DBH  
○ 14" DBH  
○ 16" DBH  
○ 18" DBH  
○ 20" DBH  
○ 22" DBH  
○ 24" DBH  
○ 26" DBH  
○ 28" DBH  
○ 30" DBH  
○ 32" DBH  
○ 34" DBH  
○ 36" DBH  
○ 38" DBH  
○ 40" DBH  
○ 42" DBH  
○ 44" DBH  
○ 46" DBH  
○ 48" DBH  
○ 50" DBH  
○ 52" DBH  
○ 54" DBH  
○ 56" DBH  
○ 58" DBH  
○ 60" DBH

**PLANTING NOTES**

ALL PLANTINGS TO BE INSTALLED TO THE DEPTH OF THE ROOT BALL. ALL PLANTINGS TO BE INSTALLED TO THE DEPTH OF THE ROOT BALL. ALL PLANTINGS TO BE INSTALLED TO THE DEPTH OF THE ROOT BALL.

**MATERIALS LEG**

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▨ 3.00' TYPICAL  
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▨ 49.00' TYPICAL  
▨ 50.00' TYPICAL

EXHIBIT NO. 2  
APPLICATION NO.  
**6-13-22**  
Site & Landscape Plan

California Coastal Commission



EXHIBIT NO. 3

APPLICATION NO.

6-13-22

Illustrated Aerial View



California Coastal Commission

# Warehouse Site



CYPRESS AVENUE

THIRTEENTH STREET

## BACK-IN ANGLED PARKING OPTION

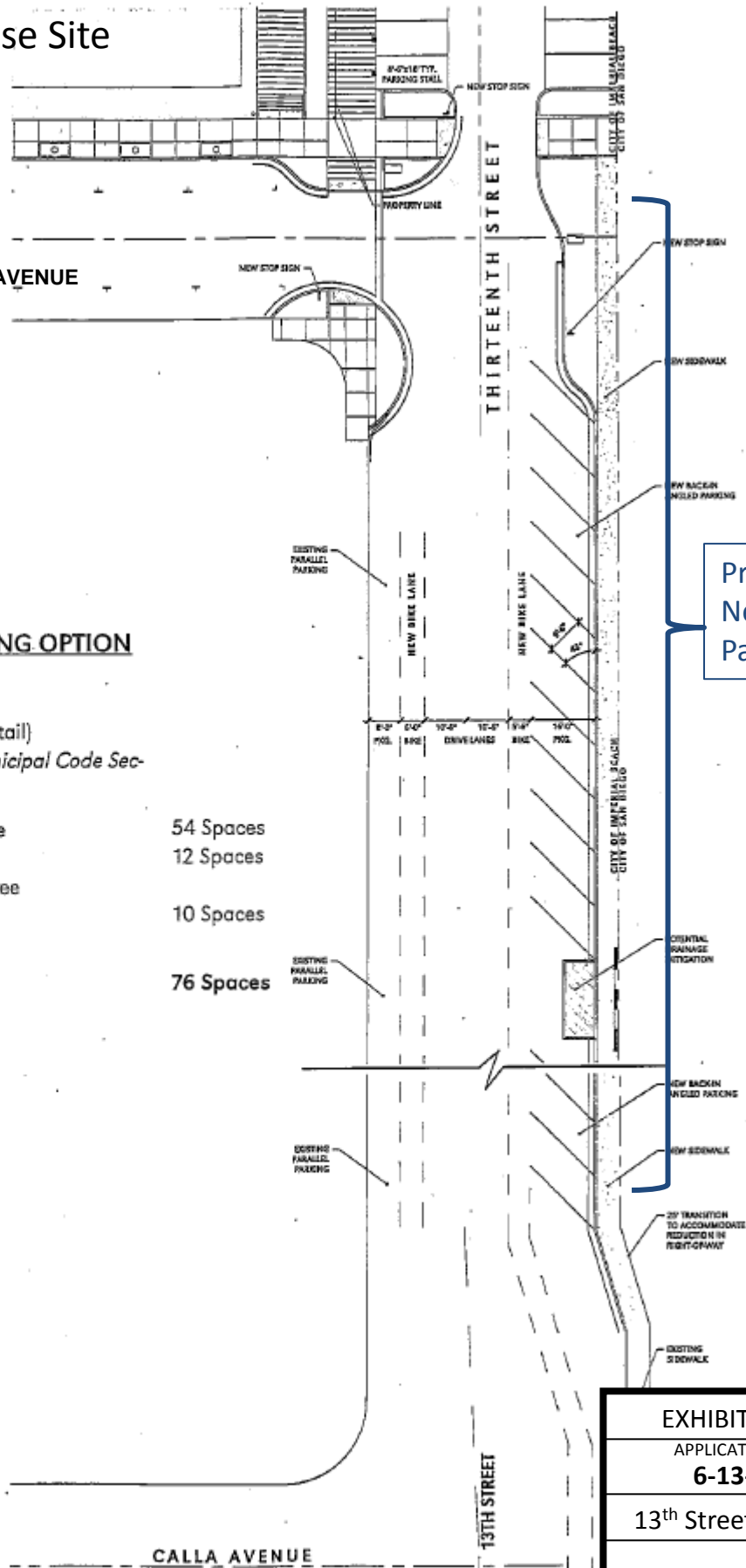
### PROJECT PARKING DEMAND:

Net Floor Area (Commercial/Retail)

*\*Per City of Imperial Beach Municipal Code Section 19.04.575*

- 13,394 SF/250 SF Per Space                      54 Spaces
- 50 Bed Hostel:                                      12 Spaces
  - 1 Space/5 Beds + 2 Employee
- Community Room                                10 Spaces
  - 928 SF/100 SF Per Space

**TOTAL PARKING DEMAND:                      76 Spaces**



Proposed  
New  
Parking

**EXHIBIT NO. 4**

APPLICATION NO.

**6-13-22**

**13<sup>th</sup> Street Parking**



California Coastal Commission