

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA
7575 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4402
(619) 767-2370



Click here to go to
original staff report

F20a

Second Addendum

November 4, 2016

To: Commissioners and Interested Persons

From: California Coastal Commission
San Diego Staff

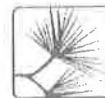
Subject: Addendum to **Item F20a**, Coastal Commission Permit Application No. **6-15-2123 (City of Del Mar)**, for the Commission Meeting of Friday, November 4, 2016.

The purpose of this addendum is to attach a response letter from the City of Del Mar regarding Commission staff's recommendation. Staff recommends the following changes be made to the above-referenced staff report. Deletions shall be marked by a ~~striketrough~~ and additions shall be underlined:

1. Attach Exhibit 14 – Applicant's Response



City of Del Mar



November 3, 2016

Honorable Members of the California Coastal Commission
California Coastal Commission
45 Fremont Street, No. 2000
San Francisco, CA 94105

Re.: Application No. 6-15-2123 (Del Mar Paid Parking Program, City of Del Mar) and Addendum Item No. F20a; meeting of Friday, November 4, 2016 - City of Del Mar Requested Modifications

Honorable Members of the California Coastal Commission,

Thank you for your consideration of the City of Del Mar's subject proposal, for the continuance that was granted to allow additional time to further discuss the project with Coastal Commission (CC) staff, and for working to resolve remaining concerns previously identified by the Coastal Commission. Over a period of several months, staff from the City of Del Mar and the local San Diego Coastal Commission office have met to review, discuss and work on conditions based on the Commission's direction provided at the Coastal Commission hearing held in July 2016. These items specifically included overnight restrictions, use of collected fees to enhance coastal access/visitor-serving items (i.e. parking equipment, bike and pedestrian improvements, mobility improvements, maintenance costs, and equipment), and monitoring requirements. Both agencies have worked hard and spent a considerable amount of time to reach consensus (for the most part) on each of the proposed conditions.

The City of Del Mar respectfully requests the following minor changes be made to the Commission's proposed conditions of approval:

1. Condition No. 1 – Operating Parameters. Clarify by adding that “...all revenue generated by the “newly established parking meters” ...”

New meter revenue would be used towards the items that the Coastal Commission has redlined on the submitted coastal project list (Exhibit 12, CC Staff Report); however, we provided a complete list in order to capture the current meter revenue that is used towards beach access improvements and operational costs (Exhibit 13, CC Staff Report). The City has a commitment for the revenue already collected by existing meters and no changes are proposed as part of this application (as identified), and this is what was used as our baseline. The City has agreed that new revenue from the new meters would go towards the coastal projects that CC staff have highlighted (and anything additional that is approved by the CC), and the City of Del Mar has set up an account for this and yearly reporting will be provided to CC staff.

EXHIBIT NO. 14

APPLICATION NO.

6-15-2123

Applicant Response



California Coastal Commission

2. Condition No. 2 – Term of Permit. The City supports with modification.

The City supports the intent of this condition; however, in an effort to use tax dollars more efficiently and effectively, the City of Del Mar recommends that this condition be revised to “**be a five year review**” rather than a limited time (term). Further clarify that the review will be completed at an administrative level by the “local San Diego Coastal office” rather than going through a formal Coastal Commission review process. Periodic reviews should be conducted by the local Coastal office to evaluate whether the parking program continues to be in compliance with the conditions of approval and Del Mar’s certified Local Coastal Program (LCP). If it is determined that any conditions need to be revised and/or added, an amendment may then be processed. In addition, information will be submitted to the local office every year on funding and monitoring (as proposed conditions), and any concerns can be raised for discussion at any time.

**** Important note:** Del Mar is committed to using these newly created funds for “brick and mortar” projects, and to have a permit time limit would create challenges with financing improvements.

3. Condition No. 3 – Monitoring Parking Program. The City supports with modification: delete conditions I through T.

Modify the monitoring requirements in order to provide useful and meaningful information to address parking concerns within the area, and to not overburden the enforcement division with excessive requirements that necessitate additional staffing resources for implementation. Monitoring should be at a minimum and always closely focused on data that will help the City and Coastal Commission achieve their mutual goals. Monitoring would remain focused on proposed parking since monitoring existing paid parking serves no purpose and wastes limited city resources. Therefore, it is recommended that:

Monitoring shall occur:

- *As outlined within Exhibit 11 of CC Report (Border Avenue, Sierra and Cedros, with the elimination of an unknown private driveway identified); and*
- *Camino Del Mar and Villa de la Valle as identified within Exhibits 8, 9 and 10; however, only up to 28th Street (not 29th street); and*
- *Monitoring of all meters on 17th and 18th Streets as well as Ocean Avenue, as identified by CC Report; except that 13th, 15th and Stratford Court should be eliminated.*

4. **Condition No. 4 -Parking Signage Condition. Delete condition and add new.**

“The City will continue to provide signage at locations wherever there may be health and safety concerns. The City’s public safety policy will not interfere with safe access to the beach.” It is important to note that the postings at certain locations within the City have helped to greatly reduce beach crimes (improving beach safety to the general public during late night hours). The hours restricted at some locations are similar to nearby State beaches. The enforcement within these areas still allows ample access to the beach at all hours, including 1,000 free public parking spaces within one block of beaches after 8:00 p.m.

In response to the California Coastal Commission’s request for several items to be clarified and added as conditions, the public will benefit from this project through:

- *New coastal improvements and visitor serving amenities (parks, trails, etc.); and*
- *Enhanced beach access (parking, sidewalks, bike lanes, trails, public spaces, etc.); and*
- *Expanding, improving and maintaining existing facilities that already provide direct access to beaches and other amenities for beachgoers (safe beaches, lifeguard facilities, recreational equipment, restrooms, parks, benches, etc).*

The City of Del Mar is unique from other coastal communities in a number of ways:

- *It is the smallest city within the County of San Diego and in Southern California (only two square miles in area).*
- *It is also surrounded by sensitive environmental resources, numerous open space amenities and visitor-serving resources - including beaches and bluffs, canyons, lagoons/watersheds (at the north and south end), the 22nd District Agricultural Association (DAA and comprising approximately 20 percent of the total area of the city) which houses the Del Mar Fairgrounds, Race Track, KAABOO, and other large special events).*

Due to its unique position along the Pacific Ocean, as a tourist destination, and as a community impacted by large public events (the 22nd DAA, etc.), Del Mar’s resources are highly impacted by the high demands of its users. Two million beach visitors and 3 million Fairgrounds visitors per year, divided by 365 days/year, results in an average daily population of 13,700, and thusly, Del Mar provides total services to 17,900 people (13,700 + 4,200) on an average, daily basis. That’s 76.5 percent of the average daily population as visitors!

The City is limited in making improvements within a built-out community of predominately residential development and with a very small commercial area concentrated within the City’s downtown (older community). However, Del Mar is committed to providing coastal access projects and to making improvements in resource areas (as demonstrated through a number of

projects completed over the years, such as the improvements completed along the San Dieguito River, the adjacent wetland areas, and the improvements and maintenance to and along the beaches and coastal areas).

In addition, multi-modal traffic through the City, including vehicular commuter traffic, patrons of special events at venues such as the Fairgrounds, pedestrians and bicyclists, all pose significant costs for the ongoing maintenance of the community's infrastructure. To accommodate these visitors and passers-through, the City makes regular improvements to support their presence and ever-increasing numbers. Notably, and despite the aforementioned challenges, an abundance of free parking is available throughout the community and will remain unchanged.

Visitors will continue to frequent this community due to the 22nd DAA and the visitor-serving resources well-known in the San Diego region and beyond - including well-kept beaches, trails, a dedicated dog beach, clean and well-maintained parks, etc. That said, the City is burdened with balancing a number of matters, including infrastructure maintenance and improvements to accommodate numbers of visitors that continue to grow every year. In the meantime, variable parking fees (the subject proposal) would provide some offset of the costs for visitor-serving and coastal access related projects.

In conclusion, the City of Del Mar is proposing a plan that provides revenue recapture mechanisms to more directly fund new coastal amenities for the public while not impacting the existing free parking within the community. This project ensures that new revenue provided by the development properly funds the new and existing coastal amenities envisioned by the California Coastal Commission. Enhancing and developing public access is a guiding principal of the Coastal Act. Del Mar plans to continue to enhance public access and services in ways that add priceless value to our visitors and the community, while being a good steward of coastal resources and the environment.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Huth", with a long horizontal flourish extending to the right.

Scott Huth, City Manager
City of Del Mar

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA
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SAN DIEGO, CA 92108-4402
(619) 767-2370



F20a

Addendum

October 31, 2016

To: Commissioners and Interested Persons

From: California Coastal Commission
San Diego Staff

Subject: Addendum to **Item F20a**, Coastal Commission Permit Application No. **6-15-2123 (City of Del Mar)**, for the Commission Meeting of Friday, November 4, 2016.

The purpose of this addendum is to correct the list of streets requiring parking monitoring to remove 17th Street, where there is no public parking, add public comment letters, and modify special conditions in response to further discussions between Commission and City of Del Mar staff. Staff recommends the following changes be made to the above-referenced staff report. Deletions shall be marked by a ~~strike through~~ and additions shall be underlined:

1. On Page 8 of the staff report, Special Condition No. 3 shall be modified as follows:
 3. **Parking Monitoring Program.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit for review and written approval of the Executive Director, a parking monitoring program. The monitoring program shall analyze data collected in the automatic payment machines and, at a minimum, incorporate the following:
 - a. Monitoring shall be conducted and data collected throughout the term for which the permit authorizes the variable rate paid parking program.
 - b. Monitoring shall occur along the following areas, as show in Exhibit No. 11 attached to this staff report:
 - i. Proposed parking areas:
 - A. Via de la Valle (south side, Jimmy Durante to Camino del Mar);
 - B. Border Avenue (south side);
 - C. Camino del Mar ("North", east and west sides, Via de la Valle to San Dieguito River Bridge);
 - D. 29th Street (north side);

- E. 17th Street (north side of parking lot behind lifeguard tower);
- F. Coast Boulevard (east and west sides, 17th Street to 15th Street); and
- G. Camino del Mar ("South", west side; approximately 1,000 ft. stretch north of intersection with Carmel Valley Rd.).

ii. Free public parking on the following streets:

- A. Solana Circle (between Via de la Valle and East/West Solana Circle);
- B. South Cedros Avenue (between Via de la Valle and Cofair Ave),
- C. Highway 101 (1,000 feet north of Via de la Valle),
- D. north side of Via de la Valle (between Solana Gate and Highway 101),
- E. north side of Border Avenue,
- F. South Sierra Avenue (between Border Avenue and Del Mar Shores Terrace),
- G. Del Mar Shores Terrace,
- H. Camino del Mar (between the San Dieguito River mouth and 25th Street),
- I. 28th Street,
- J. 27th Street,
- K. 26th Street,
- L. 25th Street,
- M. 19th Street,
- N. 18th Street,
- O. ~~17th Street,~~
- P. Santa Fe Avenue (between 19th Street and 18th Street),
- Q. 15th Street (between Coast Boulevard and Camino Del Mar),
- R. Coast Boulevard (between 19th Street and 17th Street)
- S. Stratford Court (between 15th Street and 13th Street),
- T. Ocean Avenue (between 15th Street and 13th Street)

c. From the date the proposed parking program begins to collect fees, monitoring for parking areas shall occur on:

- i. For the paid parking areas: one Friday, Saturday, and Sunday each month, ~~and Memorial Day, Fourth of July, and Labor Day.~~

- ii. For the free public parking located on the streets listed in subsection b.ii. above: ~~March, June, August, and December~~ June, July, August, and one month in the spring and one month in the fall of each year. This monitoring of free parking shall occur on the same days that monitoring of the paid parking areas occurs on those months.

d. Monitoring shall consist of:

- i. Paid parking counts taken each hour starting at 10:00 AM and ending at 4:00 PM. on every monitored day. Monitoring of the free public parking on the streets listed in subsection b.ii. above shall occur every other hour starting at 10:00 AM and ending at 4:00 PM on every monitored day.
- ii. Recordation of the parking rate in effect, type of fee paid (hourly or daily), temperature, weather (including wind speed and precipitation), a narrative regarding beach count, and surf conditions during each count.
- iii. Documentation of percentage occupancy and turnover rates in the proposed paid parking areas and in the free public parking on the streets listed in subsection b.ii. above.

Annual monitoring reports shall be submitted to the Coastal Commission within 60 days of the end of each year of operation of the proposed parking program, starting from the date of initiation of the first parking fee. Annual reports shall include occupancy and turnover data presented in graphically for each of the proposed parking areas and shall compare usage within these areas with baseline conditions (**Exhibit No. 6**) and with surrounding public streets and other public parking lots. Annual reports shall also include a detailed annual financial statement of the total amount of fees collected, costs associated with maintaining beach access, an accounting of where the money was spent, and an accounting of maintenance and operations improvements that were achieved through the fee program.

The applicant shall undertake monitoring in accordance with the approved program. Any proposed changes to the approved program shall be reported to the Executive Director. No changes to the program shall occur; including any reduction in intensity of monitoring efforts, without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

2. On Page 10 of the staff report, Special Condition No. 5 shall be added as follows:

5. Local Permit Conflict Removal. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit for review and written approval of the Executive Director, documentation that City of Del Mar CDP 11-05 has been legally revoked or amended so as to remove all conflicts with this permit.

3. On Page 21 of the staff report, the first full paragraph shall be modified as follows:

Thus, higher than average fees may be appropriate to consider in certain areas of Del Mar, although the Commission recognizes the City's responsibility to manage access and recreation within City limits, increased or modified fee programs do have the potential to adversely affect the ability of the public to access the shoreline, which is the Commission's primary responsibility. The maintenance of lower-cost options for beach access is a specific concern to assure that rates are not driven solely by increased demand, such as holiday or peak season, such that some

segments of the population are priced out of recreational opportunities at the coast. The City has described the project as a “variable” rate fee program, but has not provided any guidelines of how, when, or why the fee might vary throughout the year. Ideally, the City would reduce the maximum fee of \$3 when demand is low, thus encouraging people to use the parking and generating revenue, and only impose the maximum fee when demand is highest, thereby encouraging turnover and gaining revenue. Thus, **Special Condition No. 1** establishes that the City must implement the variable fee program to adapt to changing conditions such as reducing or eliminating fees during the off-season or other low demand periods, and limiting the number of holidays that charge the maximum rate. Through this condition, the Commission can be assured that the maximum \$3 fee will not be in effect consistently all day, year-round. Currently, the 10 paid parking spaces on 29th Street operate under local CDP 11-05, which contains provisions that conflict with this current proposal, such as with parking fee (currently a flat \$3 fee vs. proposed variable rate up to \$3) and time limits (currently a 4-hour time limit vs. proposed no time limit). Because two conflicting permits cannot be in simultaneous operation, **Special Condition No. 5** requires the City to either extinguish or amend the local permit so as to remove all inconsistencies prior to this permit being issued.

4. On Page 21 of the staff report, the first full paragraph shall be modified as follows:

As such, **Special Condition No. 3** requires monitoring three days of each month for the parking fee areas but requires monitoring of the free parking areas for only three days each of ~~four~~ five months a year. With the monitoring of the free street parking areas occurring at a lower frequency than in the parking fee areas, to ensure that a broad spectrum of parking usage data is collected the monitoring of the free parking areas shall occur periodically throughout the year: March, June, August, and December. This monitoring schedule will capture the busy periods of spring break, the beginning and end of summer, and the winter holidays so that they may be compared and contrasted over time. No monitoring is required on the summer holidays, as it is well known that all available parking is occupied on those busy days. To ensure that most relevant free parking data is obtained, three of the five months are required to be the summer months of June, July, and August, but the remaining two months shall be one unspecified spring month and one unspecified fall month, so that there free parking data from the non-tourist season to compare. Regardless of parking type being monitored, the monitoring shall occur on a non-specific Friday, Saturday, and Sunday to give the City the flexibility to assign its staff and logistical resources while still ensure that the most heavily visited days are monitored. This will allow the Commission to re-assess the situation with more information and determine if changes to the operating parameters identified in **Special Condition No. 1** or mitigation measures are needed. Monitoring includes documentation of occupancy and turnover of parking spaces within the project area and surrounding public streets and parking lots as well as the rates implemented, type of fees paid, and revenue collected.

5. Add the attached letter to Exhibit 7 – Letters of Opposition

PERMIT # 6-15-2123
ITEM # F20a
CITY OF DEL MAR

10/25/16

Dear Mr. Cox:

Thank you for your service to our community!

I would like to comment on the consideration of after the fact approval of parking payment machines. As a 20+ year resident of Del Mar, I must say that our coastal community is known far and wide for having one major problem--unfriendly and ticket-happy parking meter people (we call them "Chalkers"). This makes for stressed out visitors and residents alike worried that if their car is one minute late or parked at an unacceptable angle that they will receive a huge ticket. It really takes away from the charm of the community. I know the coastal commission is all about improving the coastal communities and I think ours would be so much more friendly without the "Chalkers" even if people had a hard time finding parking. I have tried going to the meetings to voice my opposition to the meters but it fell on deaf, money-hungry ears.

Again, I would like to see the parking meters REMOVED that were put in without coastal commission approval.

Thank you for listening to my position and please help me to forward this letter to appropriate people.

Dr. Kevin Groid
2923 SANDY POINTE SUITE 6 DEL MAR CA 92014
cell 858-922-2396

RECEIVED

OCT 27 2016

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

EXHIBIT NO. 7

APPLICATION NO.

6-15-2123

Letter of Opposition



California Coastal Commission

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA
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F20a

Filed: 3/4/16
270th Day: 11/29/16
Staff: A. Llerandi-SD
Staff Report: 10/20/16
Hearing Date: 11/4/16

STAFF REPORT: REGULAR CALENDAR

Application No.: 6-15-2123

Applicant: City of Del Mar

Agent: Tracy Yawn

Location: Seven public city streets: Via de la Valle (south side, Jimmy Durante to Camino del Mar); Border Ave. (south side); Camino del Mar ("North", east and west sides, Via de la Valle to San Dieguito River); 29th St. (north side); 17th St. (north side of parking lot behind lifeguard tower); Coast Blvd. (east and west sides, 17th St. to 15th St.); Camino del Mar ("South", west side, approximately 1,000 ft. stretch north of intersection with Carmel Valley Rd.), Del Mar, San Diego County.

Project Description: After-the-fact authorization of installation of existing automatic payment machines; installation of 11 new payment machines; and implementation of new variable rate paid parking program for 392 parking spaces. Hourly rates at all locations will be variable between \$0 and \$3, with a \$15 maximum day use fee, year-round. Prohibit parking from 2:00 AM – 4:00 AM daily.

Staff Recommendation: Approval with Conditions

STAFF NOTE

The development proposed by the City of Del Mar was first presented to the Coastal Commission at the July, 2016 Commission hearing in San Diego. At the hearing, Commission staff recommended approval of the proposed after-the-fact and new variable paid parking program subject to special conditions setting maximum hourly rates of \$3 during "peak" and \$2 during "off-peak" seasons, shorter operating hours, a permit term of two years, prohibiting rate increases during the permit term, and requiring annual

monitoring reports. After the public hearing, the item was continued to allow Commission staff and the City additional time to discuss the application further, including addressing the existing parking prohibition on the subject streets. The City of Del Mar has submitted a 90-day extension to the Commission, extending the final date of action on the permit application to November 29, 2016. Because of the Permit Streamlining Act, the Commission must make a final determination with 270 days of filing to either approve or deny this application at the November hearing. The item cannot be postponed or continued. The applicant does have the option to withdraw the application and resubmit.

SUMMARY OF STAFF RECOMMENDATION

After the July 2016 Commission hearing and subsequent meetings with Commission staff, the City modified their proposal slightly to consist of the following:

- Variable hourly parking fees of between \$0 and \$3 year-round
- No maximum parking duration;
- Maximum day use fee of \$15 year-round;
- Hours of payment operation between 8:00 AM and 10:00 PM, with no parking allowed between 2:00 AM and 4:00 AM, year-round;
- Establish a separate account to receive the proposed parking fee and expend the revenue on new public access improvements; and
- Annual monitoring reports

The City has stated that the goal of the parking program is to encourage turnover and thereby increase the availability of parking spaces to beach visitors. The program would also generate revenue to help the City recover the costs it expends in providing lifeguard services, parking enforcement, beach maintenance, and other amenities associated with safe public access to the beach. Installation of the automatic payment machines and implementation of the new variable rate paid parking program constitute development under Coastal Act Section 30106 because it involves installation of structures and a change in intensity of use and of access to water associated with the public's ability to access the beach.

The proposal would affect approximately 392 of the City's estimated 1,000 public parking spaces that provide beach access (see Exhibit No. 1). These spaces are currently a mix of free and paid parking, some previously authorized by the Commission and others operating without ever receiving a coastal development permit. Of the 392 on-street spaces affected by the parking proposal, 243 are existing spaces and 149 are new spaces recently created through CDP No. 6-15-1199-W. Of the 243 existing spaces, 58 are currently free spaces with no time limit, 10 are spaces with an authorized \$3 per hour flat fee and 4-hour time limit (City of Del Mar CDP No. 11-05), and 175 are spaces with an expired/unauthorized fee and/or time limit (CDP Nos. 6-94-113, -A1; A-6-DMR-04-24, -A1, -A3). The 11 new pay stations would be installed to implement the proposed parking program for the 149 new spaces recently created by CDP No. 6-15-1199-W. Of these 149 new spaces, 91 are on Via de la Valle approximately 0.5 miles from the nearest beach access at the Del Mar river mouth.

The primary Coastal Act issue raised by the project is potential impacts that paid and time restricted parking has on public access and recreation. High fees limit the ability of the public to use and access the shoreline, and when fees are not comparable to those charged at similar facilities, usage patterns tend to shift to the lower cost areas, putting an additional burden on those areas. The City's proposed maximum hourly rate of \$3 per hour, which would be enforced between 8:00 AM – 10:00 PM daily, are considerably higher than those charged in similar communities, and significantly higher than hourly parking rates that the Commission has previously approved for Del Mar. In the adjacent coastal communities of Solana Beach, Encinitas, Carlsbad and La Jolla, beach parking in similar, primarily residential areas is free (e.g., Fletcher Cove and La Jolla Shores).

In Del Mar, past Commission authorizations of fees up to \$1.50 per hour (9:00 a.m. – 8:00 p.m.) along public streets were mostly located in commercially-oriented areas. Specifically, CDP No. 6-94-113 and -A1 aimed to discourage attendees of Del Mar Fairgrounds events from using beach parking in the very northern part of the city, thereby improving beach access, while the new parking fees approved through CDP No. A-6-DMR-04-24, -A1, -A3 also included the provision of new public access benefits (bike racks and benches), to improve access at the southern tip of the city, where a rocky, narrow dirt trail is the primary route of access. Thus, the imposition of up to \$3 fees on areas that are currently either free or approved at up to \$1.50 per hour would be a substantial increase.

Many beach communities offer free on-street parking adjacent to the beach. In addition, most Commission authorizations for paid on-street parking have been in commercial areas (e.g., CDP No. 5-98-156-A20/Long Beach) or in off-street parking lots where parking has been specifically developed and set aside for beach users (e.g., CDP Nos. 5-13-0507/City of Newport Beach-Corona del Mar State Beach, 5-13-0351/California Dept. of Parks and Rec.-San Clemente State Beach, 5-13-0506 City of Newport Beach—Balboa Pier Beach Parking Lot). Exhibit No. 5 shows four Southern California beach communities where the Commission has approved paid parking programs, and of these locations, one has a \$1.50 maximum hourly rate, two have a maximum hourly rate of \$2, and one (Corona del Mar) has a variable fee program where hourly fees range from \$1.50 to \$4 on weekends.

However, the City has submitted information indicating that Del Mar bears a somewhat larger burden in providing public access when compared to neighboring jurisdictions, as the City has a population of just 4,200 residents but has on average 18,000 people within the municipal boundaries on any given day, due in large part to the average 1,500,000 visitors to the Del Mar Fairgrounds during the San Diego County Fair and the 650,000 visitors attending the horse races, in addition to the members of the public who visit Del Mar directly due to its convenient location next to the intersection of Interstate-5 and State Route 56. Being the smallest city in San Diego County, the City has a smaller inventory of residential, commercial, and hotel properties from which to generate the tax revenues that fund the construction of maintenance of public access amenities along its popular coastline.

Furthermore, City and Commission staff reviewed the finances of the City and the list of upcoming and potential public access projects that the City wishes to construct to serve the large number of daily visitors. If the new parking fee revenue is directed solely into a

separate account that helps fund new public access improvements, it would ensure that those paying the new parking fees will also receive the benefits that those fees help bring about. Therefore, **Special Condition No. 1** establishes the parameters under which the parking fee would operate, including collecting the fee only between 8:00 AM and 10:00 PM, setting a daily maximum rate of \$15 with no maximum parking duration, ensuring there is adequate variability in the fee in response to surrounding conditions, and directing all parking fee revenue collected under this permit to a separate account specifically designed to fund new public access improvements. This ensures that the operating parameters are reasonable, easily defined, and in the best interest of the public at large by making the project comparable to on-street parking in similar coastal communities, consistent with past Commission approvals.

Because the introduction of parking fees can have an adverse effect on public access and because the parking fee could potentially be much higher than commonly found in the coastal region, it is important that the parking fee be introduced in a manner that will allow the City to meet its goals of funding public access improvements while still allowing an opportunity to assess the impact the fee is having. **Special Condition No. 2** authorizes the program for a period of five years with an extension contingent on results from a parking monitoring program. A permit duration of 5 years is recommended because it will provide a sufficient sample size of data over a period encompassing various weather and community events while also allowing the City to generate sufficient revenue to assess the fiscal impact such a fee will have on the ability to fund future improvements. **Special Condition No. 3** requires monitoring of both the new paid parking areas and the adjacent streets without meters to determine if and how public access is affected.

With regards to parking management and hours of operation, the City has acknowledges that some of the streets within the subject area contain unpermitted signage prohibiting street parking from 10:00 PM to 4:00 AM, despite never having received a coastal development permit to restrict parking hours. The certified LCP does not include authorization of any parking restriction measures or policies. The City indicated that the prohibition has been in place since approximately 2005 and was recommended by local law enforcement to aid in addressing unruly parties and other late-night nuisance activities on the City's beaches. At the direction of Commission staff to resolve the violation, the City has modified its proposal to include a parking prohibition from 2:00 AM – 4:00 AM daily. For the most part, this will allow the City to enforce its existing ordinances against nuisance activities and overnight sleeping on public right-of-ways while avoiding impacts to public access except during a very brief time when beach use is uncommon. However, imposing restriction on Coast Boulevard between 17th Street and 15th Street and on Camino del Mar between Via de la Valle and San Dieguito River mouth would have a serious impact on public access because of the adjacency of those two road segments to the beach and views of the open water. Thus, **Special Condition No. 1** does not permit any parking prohibition on these street segments. Therefore, as conditioned, the subject proposal is consistent with all applicable public access and recreation policies of the Coastal Act.

Commission staff recommends **approval** of Coastal Development Permit Application No. 6-15-2123 as conditioned.

TABLE OF CONTENTS

I. MOTION AND RESOLUTION.....	6
II. STANDARD CONDITIONS	6
III.SPECIAL CONDITIONS	7
IV.FINDINGS AND DECLARATIONS.....	11
A. PROJECT DESCRIPTION	11
B. HISTORY	12
C. PUBLIC ACCESS AND RECREATION	15
D. VISUAL RESOURCES	23
E. UNPERMITTED DEVELOPMENT	24
F. LOCAL COASTAL PLANNING.....	24
F. CALIFORNIA ENVIRONMENTAL QUALITY ACT	25

APPENDICES

[Appendix A – Substantive File Documents](#)

EXHIBITS

[Exhibit 1 – Vicinity map showing seven affected public streets](#)

[Exhibit 2 – Summary of existing and authorized operating parameters](#)

[Exhibit 3 – Support for parking proposal provided by the City](#)

[Exhibit 4 – Memorandum of Peter Douglas Re: Coastal Development Permit Required When Imposing or Increasing Fees or Modifying the Hours of Operation of Public Beaches or Public Beach Parking Lots, Piers or Boat Launching Ramps, Dated October 29, 1993](#)

[Exhibit 5 – Fee comparison](#)

[Exhibit 6 – Baseline conditions](#)

[Exhibit 7 – Letters of opposition](#)

[Exhibit 8 – Proposed Paid Parking Areas](#)

[Exhibit 9 – Unpermitted Overnight Parking Prohibition within Proposal Areas](#)

[Exhibit 10 – Overnight Parking Prohibition Areas Approved By This Permit](#)

[Exhibit 11 – Parking Monitoring Areas](#)

[Exhibit 12 – Existing and Future Public Access Capital Improvement Projects](#)

[Exhibit 13 –Eligible Public Access Capital Improvement Projects to Receive Parking Revenue](#)

I. MOTION AND RESOLUTION

Motion:

*I move that the Commission **approve** Coastal Development Permit Application No. 6-15-2123 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 No. 6-15-2123 and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. STANDARD CONDITIONS

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. **Operating Parameters.** The paid parking program shall operate under the following parameters:
 - a. The hourly parking fee shall be no higher than \$3.00;
 - b. There shall be no maximum parking duration;
 - c. The maximum day use fee shall be no more than \$15.00;
 - d. The fees shall be in effect only between the hours of 8:00 AM and 10:00 PM;
 - e. There shall be no parking between the hours of 2:00 AM and 4:00 AM, but this prohibition shall not apply on Coast Boulevard between 17th Street and 15th Street and on Camino del Mar between Via de la Valle and San Dieguito River mouth;
 - f. The maximum fee for each season shall be in effect regardless of holidays, weekends, or special events;
 - g. The City shall implement variable fee using the following measures during the permit term to adapt to changing conditions:
 - i. Reduce or eliminate fees during off-season or other low demand periods;
 - ii. Limit the number of holidays that experience the maximum rate;
 - h. All revenue generated by the fees shall be collected in a separate account and expended only upon public access projects on a list pre-approved by the Executive Director, as shown in Exhibit No. 13 attached to this staff report. Additional public access projects may be proposed as candidates for the parking fee revenue, subject to review and written approval of the Executive Director.

The applicant shall undertake the parking program in accordance with the approved operating parameters. Any proposed changes to the approved operating parameters shall be reported to the Executive Director. No changes to the approved operating parameters, including an increase in fees, shall occur without a Coastal Commission-approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

2. **Term of Permit.** The permit approved herein shall be valid for five years from the date of Commission action. Retention of the permitted variable rate paid parking program beyond the five-year time period shall require further action by the Commission as an amendment to this permit. No additional paid parking or other parking restrictions may be permitted within the project area until the Commission evaluates the results of the five-year monitoring program pursuant to Special Condition No. 3.
3. **Parking Monitoring Program.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit for review and written approval of the Executive Director, a parking monitoring program. The monitoring program shall analyze data collected in the automatic payment machines and, at a minimum, incorporate the following:
 - a. Monitoring shall be conducted and data collected throughout the term for which the permit authorizes the variable rate paid parking program.
 - b. Monitoring shall occur along the following areas, as show in Exhibit No. 11 attached to this staff report:
 - i. Proposed parking areas:
 - A. Via de la Valle (south side, Jimmy Durante to Camino del Mar);
 - B. Border Avenue (south side);
 - C. Camino del Mar (“North”, east and west sides, Via de la Valle to San Dieguito River Bridge);
 - D. 29th Street (north side);
 - E. 17th Street (north side of parking lot behind lifeguard tower);
 - F. Coast Boulevard (east and west sides, 17th Street to 15th Street); and
 - G. Camino del Mar (“South”, west side; approximately 1,000 ft. stretch north of intersection with Carmel Valley Rd.).
 - ii. Free public parking on the following streets:
 - A. Solana Circle (between Via de la Valle and East/West Solana Circle);
 - B. South Cedros Avenue (between Via de la Valle and Cofair Ave),
 - C. Highway 101 (1,000 feet north of Via de la Valle),
 - D. north side of Via de la Valle (between Solana Gate and Highway 101),
 - E. north side of Border Avenue,
 - F. South Sierra Avenue (between Border Avenue and Del Mar Shores Terrace),
 - G. Del Mar Shores Terrace,
 - H. Camino del Mar (between the San Dieguito River mouth and 25th Street),
 - I. 28th Street,

- J. 27th Street,
- K. 26th Street,
- L. 25th Street,
- M. 19th Street,
- N. 18th Street,
- O. 17th Street,
- P. Santa Fe Avenue (between 19th Street and 18th Street),
- Q. 15th Street (between Coast Boulevard and Camino Del Mar),
- R. Coast Boulevard (between 19th Street and 17th Street)
- S. Stratford Court (between 15th Street and 13th Street),
- T. Ocean Avenue (between 15th Street and 13th Street)

c. From the date the proposed parking program begins to collect fees, monitoring for parking areas shall occur on:

- i. For the paid parking areas: one Friday, Saturday, and Sunday each month, and Memorial Day, Fourth of July, and Labor Day.
- ii. For the free public parking located on the streets listed in subsection b.ii. above: June, July, August, and one month in the spring and one month in the fall of each year. This monitoring of free parking shall occur on the same days that monitoring of the paid parking areas occurs on those months.

d. Monitoring shall consist of:

- i. Paid parking counts taken each hour starting at 10:00 AM and ending at 4:00 PM. on every monitored day. Monitoring of the free public parking on the streets listed in subsection b.ii. above shall occur every other hour starting at 10:00 AM and ending at 4:00 PM on every monitored day.
- ii. Recordation of the parking rate in effect, type of fee paid (hourly or daily), temperature, weather (including wind speed and precipitation), a narrative regarding beach count, and surf conditions during each count.
- iii. Documentation of percentage occupancy and turnover rates in the proposed paid parking areas and in the free public parking on the streets listed in subsection b.ii. above.

Annual monitoring reports shall be submitted to the Coastal Commission within 60 days of the end of each year of operation of the proposed parking program, starting from the date of initiation of the first parking fee. Annual reports shall include occupancy and turnover data presented in graphically for each of the proposed parking areas and shall compare usage within these areas with baseline conditions (**Exhibit No. 6**) and with surrounding public streets and other public parking lots. Annual reports shall also include a detailed annual financial statement of the total amount of fees collected, costs associated with

maintaining beach access, an accounting of where the money was spent, and an accounting of maintenance and operations improvements that were achieved through the fee program.

The applicant shall undertake monitoring in accordance with the approved program. Any proposed changes to the approved program shall be reported to the Executive Director. No changes to the program shall occur; including any reduction in intensity of monitoring efforts, without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

4. **Parking Signage Condition Compliance.** WITHIN 90 DAYS OF COMMISSION ACTION ON THIS COASTAL DEVELOPMENT PERMIT, or within such additional time as the Executive Director may grant for good cause, the applicant shall submit evidence that the unpermitted signage prohibiting street parking between the hours of 10:00 PM and 4:00 AM has been completely removed from the street segments subject to this permit. Such development shall comply with the other prior-to-issuance conditions of this permit. Failure to comply with this requirement may result in the institution of enforcement action under the provisions of Chapter 9 of the Coastal Act.

IV. FINDINGS AND DECLARATIONS

A. PROJECT DESCRIPTION

The City of Del Mar proposes a new paid parking program to apply to a total of approximately 392 parking spaces along seven public city streets in prime beach areas of the City (Exhibit No. 1). Of the 392 spaces, 243 are existing spaces and 149 are new spaces recently created by CDP No. 6-15-1199-W (Exhibit No. 2). Of the 243 existing spaces, 58 are currently free spaces with no time limit, 10 are spaces with an authorized \$3 per hour flat fee and 4-hour time limit (City of Del Mar CDP 11-05), and 175 are spaces with an expired/unauthorized fee and/or time limit (CDP Nos. 6-94-113, -A1; A-6-DMR-04-24, -A1, -A3; see **Section B. History**). Thus, the project includes after-the-fact authorization of installation of automatic payment machines, reprogramming of existing machines, and installation of 11 new, 5 ft. high, 1-ft. wide pay stations to serve the new spaces. The new pay stations would be bolted in place within the paved right-of-way.

The City's proposal consists of the following operating parameters:

- Variable hourly parking fees of between \$0 and \$3 year-round
- No maximum parking duration;
- Maximum day use fee of \$15 year-round;
- Hours of payment operation between 8:00 AM and 10:00 PM, with no parking allowed between 2:00 AM and 4:00 AM, year-round;
- Establish a separate account to receive the proposed parking fee and expend the revenue on new public access improvements; and
- Annual monitoring reports

The City estimates that it provides approximately 3,000 public parking spaces, 1,000 of which are used for beach access. The City shoreline is 2-miles long and most of the beach access parking is located in the mile north of 15th St., as the mile south of 15th St. requires illegally crossing North County Transit District railroad tracks and scaling steep bluffs via informal trails to reach the beach. The City is characterized by predominantly residential development, with a small commercial community located downtown around 15th St. While some of these downtown parking spaces have time restrictions, the only parking spaces in the City that currently charge fees are the 185 identified in this proposal.

The City has indicated that the goal of the proposed program is to encourage turnover in popular beach areas, thereby increasing the availability of visitor parking spaces during both daily and seasonal peak times. In addition, the program would generate revenue to help the City recover the costs it expends in providing safe public access to the beach (**Exhibit No. 3**). The City reports that this includes lifeguard services, parking enforcement, beach maintenance (grooming), trash and recycling receptacles including dog waste bags, and a number of new amenities such as portable toilets, bike racks, and bike repair stations. The City also reports that it has to absorb inflation adjustments associated with public works employee staff salaries and contractors' service agreements

associated with beach amenities. Although revenue generated from parking fees goes into the City's general fund, the City states that the proposed paid parking program would help account for the increasing costs of maintaining safe beach access for residents and visitors. The City reports that it serves over 2 million visitors a year and that this number is increasing.

The Coastal Act defines "development" as including, among other things, a "change in the intensity of use of water, or access thereto" (Section 30106). In addition, the Commission has considered the imposition of any fee, any fee increase of 25% or more in any given year, or of 50% or more on a cumulative basis over any three consecutive year periods as a change in the intensity of use requiring a permit (**Exhibit No. 4, p. 2**). Accordingly, new parking fees and time limits constitute development because they affect the affordability and convenience of public access to the coast that usually results in a change in intensity of use, and new pay stations constitute development because they require the installation of structures.

The City of Del Mar has a certified Local Coastal Program (LCP). Portions of the project are located within the Commission's original jurisdiction, while other portions of the project are located within the City's CDP jurisdiction and the Commission's appeal jurisdiction. At the request of the City, the project is being processed as a consolidated permit pursuant to Coastal Act Section 30601.3. Therefore, Chapter 3 of the Coastal Act is the standard of review with the City's certified LCP used as guidance.

B. HISTORY

The Commission has previously approved permits and permit amendments for two paid parking programs in the City that were designed to increase the availability of parking spaces to beach visitors and generate revenue for lifeguard services, parking enforcement, beach maintenance, and other amenities (CDP Nos. 6-94-113, -A1; A-6-DMR-04-24, -A1, -A3). Both past parking programs are included within the project area of the subject development.

In October 1994, the Commission approved CDP No. 6-94-113 for the installation of pay stations and a metering system along the west side of Camino del Mar (North) between Via de la Valle and San Dieguito River Bridge and along the south side of Border Avenue. This was one of the first proposals in San Diego County for paid beach parking, and was aimed to discourage attendees of the Del Mar Fairgrounds events from use of beach parking in this area. The City also indicated that the project was an attempt to create a paid parking area comparable to State Parks, which at the time, charged for day use at Cardiff and Torrey Pines State Beaches to the north and south, respectively (CDP Nos. XS-91-1 through 16), and therefore evenly distribute the level of beach use in the vicinity. The permit allowed the installation of pay and display machines that charged \$1.00 per hour between the hours of 9:00 AM and 8:00 PM. The pay and display system had a maximum 4-hour limit per ticket purchased; however, users could purchase additional tickets after that time period expired in order to stay longer. The permit was approved for a one-year period, with monitoring required to assess the potential impacts on public access.

In February 1996, the Commission reviewed an amendment to the permit (CDP No. 6-94-113-A) to allow the then existing paid parking and metering system to remain permanently. The Commission found that the data obtained from the monitoring program showed a clear decrease in utilization in the paid parking area. Staff was also informed that residents north of Border Avenue were having problems finding free street parking as a result of the installation of meters nearby. Furthermore, the City acknowledged that it did not accurately compile turnover rates during the monitoring period. As a result, the Commission determined that more information was needed, including beach attendance figures and revenue and maintenance costs of the paid parking program, to determine potential impacts to public access opportunities within the project area. The Commission extended the permit for another year to allow the City to collect this information. However, the City did not submit this information or file a subsequent amendment, despite the fact that retention of the paid parking program per the approved operating parameters (i.e., \$1.00 per hour, no time limit) required further action by the Commission. As discussed in **Section D. Unpermitted Development**, the City has since been operating paid parking programs in these areas without benefit of a CDP.

CDP No. A-6-DMR-04-24, approved on appeal in June 2004, involved the installation of pay stations along Camino del Mar (South). This permit allowed the installation of new pay and display meters charging \$1.50 per hour between the hours of 9:00 AM and 8:00 PM. There was no maximum time limit set on the use of spaces. The permit was approved for a one-year period, with monitoring required to assess the potential impacts on public access. In this case, the Commission found that the imposition of a fee was acceptable in part because the project included public access benefits, consisting of placement of bicycle racks and viewing benches, where the only public access to the beach is via an unimproved, rocky, narrow, dirt trail that impeded access for many, including the elderly and disabled.

Subsequent to the original approval, the City submitted a total of three amendment requests. CDP No. A-6-DMR-04-24-A1 requested that the Commission allow the paid parking and metering system to remain permanently. However, before the material amendment could be scheduled for Commission action, the one-year term would have expired. To avoid having to discontinue use of the machines in the interim, the City submitted CDP Amendment No. A-6-DMR-04-024-A2, asking for an immaterial amendment to keep the machines in operation while the first amendment was being processed. Before notice of the immaterial amendment request was mailed, a letter of objection was received from the prior appellants addressing the second amendment. Therefore, the City withdrew the second amendment and discontinued use of the machines until the Commission acted on the first amendment.

While the City installed the bicycle racks and viewing benches required under CDP No. A-6-DMR-04-24, it did not conduct any formal monitoring. Thus, there was no information available to the Commission to assess the potential impacts of the paid parking program on public access. Therefore, in October 2005, the Commission did not grant the City's request for a permanent parking program, but issued CDP No. A-6-DMR-04-24-A1 allowing the program to continue for an additional year, with a detailed

monitoring program for the City to implement, particularly so that the City could assess the summer season, when beach access is in greatest demand and impediments to access, such as parking fees, would be most significant.

In CDP No. A-6-DMR-04-24-A3, Commission staff reviewed data obtained from the monitoring program and found no significant spillover effects due to beach parking occurring in the surrounding neighborhoods. While there was no time limit set on the parking spaces, the monitoring data also documented a high turnover rate. Furthermore, the monitoring data indicated that, outside the three summer holidays when all county beaches are at peak use, weather and surf conditions dictated the level of use of the site. As a result of the City's compliance with special conditions, the Commission authorized the paid parking program to remain permanently per the approved operating parameters (i.e., \$1.50 per hour, no time limit). However, changes to these operating parameters required reporting to the Executive Director and an amendment to the CDP, unless the Executive Director determined that an amendment was not legally required. As discussed in **Section D. Unpermitted Development**, the City implemented a 4-hour time limit in this area without benefit of a CDP.

Finally, it should be noted that the City's records for installation and implementation of paid parking programs within the project area of the subject development indicate several additional paid parking areas have been established without CDPs issued by the City or the Commission. In June 2004, the City passed Ordinance 645 establishing a parking rate of \$1.00 per hour along Camino del Mar (North) and Border Ave. Then, in June 2005, the City passed Resolution 2005-33 establishing a parking rate of \$2.00 per hour along Camino del Mar (North) and 17th St. And in July 2009, the City passed Ordinance 832 establishing a parking rate of \$3.00 per hour along Camino del Mar (North), Coast Blvd., and 17th St. In July 2011, City No. CDP 11-05 authorized installation of pay stations and implementation of a \$3.00 per hour parking rate and 4-hour time limit affecting 10 spaces along 29th St., which was not appealed. Thus, the City is missing CDPs authorizing the installation of pay stations at 17th St. and Coast Blvd. and consequently the Commission did not have an opportunity to review these paid parking programs. All of the City's unpermitted existing paid parking areas have been incorporated into the current permit request.

In May 2015, the Commission approved a permit for establishment of a temporary paid public parking lot on an existing gravel lot at the northeast corner of the Jimmy Durante Boulevard and San Dieguito Drive intersection, adjacent to the San Dieguito River, in the City of Del Mar (CDP No. 6-15-0081). That lot provides public trailhead parking for the several public access and recreation trails and areas that can be accessed within walking distance of the site, including the River Path Del Mar trails, the Grand Avenue lookout, and the Coast to Crest trail. In addition, the Del Mar Fairgrounds can be reached by walking about a quarter-mile from the subject site. The site does not provide beach access. The Commission approved fees at that location with an hourly parking fee of no more than \$1.50, with a daily maximum of \$20.00, except during events at the Del Mar Fairgrounds, when the hourly parking fee can be no more than \$3.00 with a 4-hour parking time-limit to prevent competition with fairgrounds parking while maintaining lower rates during lower demand times. The Commission also required the provision of

bicycle racks on-site to provide a free alternative to vehicular paid parking, and allowed the maximum fees referenced to increase by no more than 10% annually.

Finally, in review of the subject permit, Commission staff established that since approximately 2005 the City has had in place signage prohibiting overnight street parking from 10:00 PM to 4:00 AM daily in various parts of the City, including some of the areas covered by the current parking fee proposal. The signs and the parking prohibition contained therein were not erected pursuant to a state or local permit, nor does the certified LCP contain any such prohibition. Because these actions affect public access and intensity of use, they constitute unpermitted development. To address the unpermitted development, the City has modified their proposal to include removing the existing signage and replacing it with new signage prohibiting street parking from 2:00 AM to 4:00 AM daily for all the street segments under this parking fee proposal.

C. PUBLIC ACCESS AND RECREATION

The following Coastal Act policies address the protection of public access and recreation.

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:

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:
(1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,
(2) adequate access exists nearby...

Section 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.

Section 30213:

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

Section 30214, in part:

(a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:

- (1) Topographic and geologic site characteristics.*
- (2) The capacity of the site to sustain use and at what level of intensity.*
- (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.*
- (4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.*

In addition, Policy Goal IV-D of the City's Land Use Plan (LUP), used for guidance for this consolidated permit, sets the goal to:

Maximize the opportunity for access to beach areas by minimizing competition for public on-street parking spaces.

Proposal

The City of Del Mar is proposing a year-round variable parking fee of between \$0 and \$3 between the hours of 8:00 AM and 10:00 PM, to be collected and monitored by automated "pay-and-display" kiosks, as well as a parking prohibition between the hours of 2:00 AM and 4:00 AM, with no maximum parking duration and a maximum fee of \$15.00 for the following street segments:

1. Via de la Valle (south side between Camino del Mar and Jimmy Durante Boulevard)
2. Border Avenue (south side between South Sierra Avenue and Camino del Mar)
3. Camino del Mar (east and west side between Via de la Valle and the San Dieguito River mouth)
4. 29th Street (north side)
5. 17th Street parking lot (north side of lot)
6. Coast Boulevard (east and west side between 17th Street lot and 15th Street)
7. Camino del Mar (west side for 1,000 north of Carmel Valley Road)

These street segments are located throughout the City of Del Mar but are mostly located along the northern and southern municipal boundaries with the cities of Solana Beach and the San Diego, respectively, as well as clustered in the North Beach segment of the City. The majority of the street segments shares the characteristic of being in close proximity to the beaches or bluffs of the City and thus is heavily used by beach visitors. The exception is Via de la Valle east of the Del Mar Fairgrounds' Solana Gate. This segment between Solana Gate and Jimmy Durante Boulevard is over half a mile from the nearest beach (Dog Beach at the San Dieguito River mouth) and is mostly used by the public during the summer San Diego County Fair and horse racing seasons.

Parking Fee

The City has stated that the variable parking fee is to promote greater turnover of parking in these heavily used beach areas while helping to defray the growing costs of maintaining and enhancing the public access amenities that the City provides, such as road maintenance, disposal bags for dogs, public restroom facilities, lifeguard facilities, sidewalks, etc. The City also states that the variability of the rate would grant the City the flexibility to respond to changing weather, seasonal, and public use conditions so as to maintain a balance between promoting turnover while still generating revenue.

The Commission has on several past occasions in the City of Del Mar supported collection of fees for parking or other public services, particularly when fee revenues are used to upkeep municipal services, such as safe public access to the beach. Many of the urbanized areas of California's coastline have some form of parking fee or program for dedicated beach parking lots, although most rural areas of the state tend to not have fees for beach parking. While the City already operates a paid parking program in prime beach areas, the majority of the existing paid/time-restricted parking is operating without benefit of a CDP and without Commission review and approval. Expansion and formal authorization of the program raises public access concerns that the proposed fees will excessively restrict the use of these areas by the general public.

The Commission's main concern in regard to paid parking programs and restrictions on parking hours is that the operating parameters of such a program should not unreasonably interfere with the public's ability to access the shoreline or discourage the use of public visitor and recreational facilities. Fees should generally be comparable to those charged at similar public facilities in the region (**Exhibit No. 5**). Because the parking fee currently being charged in many of the street segments under this proposal is unpermitted, it must be analyzed in the same light as the fee being proposed in the street segments that currently do not charge the public – as a new fee being imposed in an areas that is currently free for the public to park. For the purposes of analyzing the City's proposed parking fee in context, the Commission referenced seven other beach areas of comparable location or design:

1. Fletcher Cove (Solana Beach – the community immediately adjacent to Del Mar to the north),
2. La Jolla Shores (City of San Diego),
3. Newport Beach,
4. The Pike (City of Long Beach),

5. Corona del Mar State Beach,
6. San Clemente State Beach, and
7. Balboa Pier Parking Lot (Newport Beach)

Fletcher Cove, La Jolla Shores, and Newport Beach have entirely free beach parking, while the remaining beach areas charge a fee for certain segments. The Commission has approved permits for paid parking at Balboa Pier Beach Parking with an hourly rate of \$1.50. The Pike and San Clemente State Beach have been approved for an hourly rate of \$2 (up to \$4 on holidays), and Corona del Mar State Beach has a variable rate ranging from up to \$1.50 to up to \$4.00 on weekends. It is important to note that most Commission authorizations for paid on-street parking are in commercial areas (e.g., CDP No. 5-98-156-A20/Long Beach) or in off-street parking lots (e.g., CDP No. 5-13-0507/City of Newport-Corona del Mar State Beach, 5-13-0506/City of Newport Beach—Balboa Pier Beach Parking Lot, and 5-13-0351/California Dept. of Parks and Rec.-San Clemente State Beach) where public lots have been specifically set aside to provide recreational beach parking. In contrast, the preponderance of beach parking in Southern California is free along public streets, and this is especially the case in North San Diego County where nearly all of the on-street beach parking is free.

Thus, the City's proposed hourly rate of \$3 per hour would be higher than those charged in similar communities. Even in Del Mar, the most recent Commission authorizations for parking fees of up to \$1.50 per hour in 2004 would translate, after adjusting for inflation, to fees of less than \$2 per hour today. In addition, as previously described, these past authorizations addressed specific issues (discouraging attendees of Del Mar Fairgrounds events from using beach parking in the very northern part of the city and providing new public access benefits in the very southern part of the City where access is limited) and are much less far-reaching than the City's subject proposal.

Commission staff has been coordinating with City staff on the specific goal of meeting the Coastal Act's policies of maximizing public access and protecting lower cost visitor and recreational opportunities on public land while also recognizing the City's need to fund operations and maintenance at the City's beaches. After discussions with Commission staff, the City agreed to eliminate the 4-hour time limit initially part of the subject proposal and implement a maximum day use fee of \$15. This \$15 maximum daily rate is still fairly high given that so many similar locations have free parking, but it is comparable to an 8-hour beach day assuming a \$2 hourly rate, as well as daily rates in state beach parking lots.

It should be noted that many coastal communities are similarly situated with regard to being popular coastal destinations, and they do not charge for on-street beach parking. The City's proposed hourly fees are higher and affect more spaces than past approvals by the Commission in Del Mar, and would limit the availability of visitor-serving parking and shift users to more affordable areas – both inside and outside of Del Mar – increasing the burden on other public facilities. The City states that the proposed hourly rates are needed to recover the costs it expends in providing safe public access to the beach, and has indicated that Del Mar is a unique community that requires higher parking rates than other Southern California cities. The City of Del Mar is the smallest city in San Diego

County (1.77 square miles), with 20% of the limited land area occupied by the Del Mar Fairgrounds, which due to its status as a state facility managed by the 22nd District Agricultural Association exempts it from property taxes (though it does contribute sales tax). Because the Del Mar Fairgrounds serves as a year-round event space, visitors to the facility place heavy use on municipal facilities such as roads and parking. The greatest strain comes during the summer San Diego County Fair and summer horse race season, which see approximately 1.5 million and 650,000 visitors, respectively. In addition, the City's beaches see approximately 2,000,000 visitors annually. According to the City, on any given day there are approximately 18,000 people within municipal boundaries. Further, the remainder of Del Mar is mostly residential, which, while providing property tax (one of the largest contributors to City revenues) means there is limited commercial and hotel properties to generate sales revenue compared to similar coastal communities.

Thus, higher than average fees may be appropriate to consider in certain areas of Del Mar, although the Commission recognizes the City's responsibility to manage access and recreation within City limits, increased or modified fee programs do have the potential to adversely affect the ability of the public to access the shoreline, which is the Commission's primary responsibility. The maintenance of lower-cost options for beach access is a specific concern to assure that rates are not driven solely by increased demand, such as holiday or peak season, such that some segments of the population are priced out of recreational opportunities at the coast. The City has described the project as a "variable" rate fee program, but has not provided any guidelines of how, when, or why the fee might vary throughout the year. Ideally, the City would reduce the maximum fee of \$3 when demand is low, thus encouraging people to use the parking and generating revenue, and only impose the maximum fee when demand is highest, thereby encouraging turnover and gaining revenue. Thus, **Special Condition No. 1** establishes that the City must implement the variable fee program to adapt to changing conditions such as reducing or eliminating fees during the off-season or other low demand periods, and limiting the number of holidays that charge the maximum rate. Through this condition, the Commission can be assured that the maximum \$3 fee will not be in effect consistently all day, year-round.

The Commission has received comments of opposition from some residents of Solana Beach living in close proximity to the north of Via de la Valle, who state that during popular events such as the San Diego County Fair and the horse race season, their neighborhood streets become filled with attendees looking for parking, and that the introduction of parking fees on Via de la Valle will continue such diversion. However, as noted above, the approximately 94 parking spaces currently on the south side of Via de la Valle were installed pursuant to a 2015 Commission permit, and that prior to that there was no street parking on the southern side of Via de la Valle except for a short segment immediately east of Camino del Mar. Thus, while the introduction of a parking fee may divert some people who would have parked on the south side of Via de la Valle, the presence of so many new parking spaces, even with a fee, will greatly reduce the parking demand placed on the neighboring streets to the north of Via de la Valle.

Therefore, while the parking rates proposed by the City are not typical and could have some impacts on public access, given that the proposed fee will be variable in nature, will

not encompass the majority of beach parking currently available in the City, and is for a limited term, the Commission finds that in this particular case, allowing the fees will allow the City to offset some of the costs associated with visitor traffic.

Furthermore, in response to Commission comments from the July 2016 hearing, the City of Del Mar has established an account separate from the City's general fund that is earmarked to collect any parking fee revenue generated under this permit so as to expend the revenue solely on capital projects that will upgrade or create new public access amenities. By doing so, it will ensure that the members of the public who are bearing the burden of the proposed parking fee will enjoy the benefits that the fee brings about in the form of more bike racks, crosswalks, bathroom facilities, etc. In support of this, the City has submitted a list of recent and future public access projects that the City is undertaking so as to identify the City's commitment to maintaining the City of Del Mar as an attractive coastal destination. **Exhibit No. 13** is a list of future projects towards which the approved fees may be allocated. In recognition that many capital projects take time to plan and fund, and that during the 5-year permit term priorities can change or new amenities proposed, **Special Condition No. 1** allows for the City to propose additional public access projects for the review and written approval of the Executive Director for eligibility to receive parking fee revenue.

Monitoring

If the Commission is to allow these fees to be imposed, it is critical that the potential impacts on public access be adequately monitored to allow re-evaluation at the end of the permit term. Therefore, **Special Condition No. 2** limits the term of the permit to 5 years, which will allow the City to collect parking revenue while still allowing a sufficient trial run to analyze the impacts. In previously reviewed parking programs for the City, the Commission initially authorized short-term approvals contingent on results from parking monitoring programs to assess public access impacts. The Commission found that while the level of impact on surrounding areas could not be fully determined until the pay stations and meters were installed, there would undoubtedly be those who could no longer afford to pay for parking and would either seek alternative transportation modes to get to the beach, seek free alternative parking in the near vicinity, or go to beach areas where parking is free. The Commission found that any such potential adverse impacts could be tolerated for a limited time period given the relatively small amount of parking affected and other public access opportunities in the City. Similarly, in this case, the Commission finds that allowing the parking limitations for a limited period, with monitoring of the implementation of the parking program, will not have significant adverse impacts on public access and recreation, and will allow the City to collect data that will be useful in evaluating future parking programs.

Because the proposed parking fee will be implemented by a "pay-and-display" kiosk, it will be relatively easy for the City to obtain printouts of relevant data, such as parking using, length of stay, turnover, etc. However, as recognized above, the implementation of a parking fee, especially higher fees, can alter public visitation patterns by diverting traffic and parking to nearby communities that do not charge a fee, thereby discouraging beach visitation in the areas that charge the fee and putting even greater pressure on the

areas that don't. Thus, periodic monitoring of free public street parking near to the proposed fee areas is necessary if the Commission and City are going to be able to properly analyze the impacts at the end of the 5-year permit term. However, the Commission recognizes that obtaining free parking data is substantially more labor intensive than in the parking fee areas. Instead of obtaining a printout from a kiosk, monitoring free parking area requires sending an employee out to do manual car counts. Thus, in order to avoid overtaxing the City's limited staffing and resources, free parking monitoring should be done at a lower frequency.

As such, **Special Condition No. 3** requires monitoring three days of each month for the parking fee areas but requires monitoring of the free parking areas for only three days each of five months a year. To ensure that most relevant free parking data is obtained, three of the five months are required to be the summer months of June, July, and August, but the remaining two months shall be one unspecified spring month and one unspecified fall month, so that there free parking data from the non-tourist season to compare. Regardless of parking type being monitored, the monitoring shall occur on a non-specific Friday, Saturday, and Sunday to give the City the flexibility to assign its staff and logistical resources while still ensure that the most heavily visited days are monitored. This will allow the Commission to re-assess the situation with more information and determine if changes to the operating parameters identified in **Special Condition No. 1** or mitigation measures are needed. Monitoring includes documentation of occupancy and turnover of parking spaces within the project area and surrounding public streets and parking lots as well as the rates implemented, type of fees paid, and revenue collected.

Because the City will be collecting a higher fee than typically allowed by the Commission, it would be inappropriate and unnecessary to allow further price increases during the 5-year permit term as proposed by the City, as the variability of the proposed fee between \$0 and \$3 will allow the City the flexibility to balance their budgetary needs for public amenities with protecting public access. **Special Condition No. 1** delineates these operating parameters for the permit's 5-year duration. The Commission finds that these revised operating parameters achieve a reasonable balance between promoting public use and revenue generation. Thus, as conditioned, the City's fee program will help maximize public access to the beach and protect lower cost visitor and recreational facilities consistent with Section 30213, while still allowing the City to collect significant revenues to support beach services.

Hours of Operation

The City's proposed hours of operation (8:00 AM – 10:00 PM) are comparable to on-street beach parking time limits in similar coastal communities and state beach parking lots. Based on occupancy information provided by the City in the proposed parking areas (**Exhibit No. 6**), parking generally fills up by the afternoon on weekdays during the summer and many weekends, regardless of the season, in all but one of the proposed parking areas (Via de la Valle). Specifically, baseline parking conditions are as follows:

1. Via de la Valle: Parking does not fill up;

2. Border Avenue: Parking 100% full by the afternoon on many weekends, regardless of the season;
3. Camino del Mar (North): Parking 100% full by the afternoon on weekdays during the summer and many weekends, regardless of the season;
4. 29th Street: Parking 100% full by the afternoon on many weekends, regardless of the season;
5. 17th Street: Parking 100% full by the afternoon on weekdays during the summer and many weekends, regardless of the season;
6. Coast Boulevard: Parking 100% full by the afternoon on weekdays during the summer and many weekends, regardless of the season; and
7. Camino del Mar (South): 100% full by the afternoon on many weekends, regardless of the season.

Thus, it does not appear necessary to charge fees early in the morning or late at night because there are available spaces during these time periods and the City's proposal aims to use fees to encourage turnover. As such, the Commission finds the hours of operation should be limited to 8:00 am to 10:00 pm consistent with similar public facilities and the City's proposal (**Special Condition No. 1**). This will allow people who want to use the beach very early in the morning a period of time without charge, but visits of longer duration will have to pay to park.

In addition to daytime hour during which the City would collect a parking fee, the City is proposing a parking prohibition between the hours of 2:00 AM and 4:00 AM daily. In approximately 2005, the City erected signs in various portions of the City which prohibit overnight street parking between the hours of 10:00 PM and 4:00 AM. With regards to the proposed parking fee areas, the overnight prohibition is in place on Border Avenue, portions of Camino del Mar (the 100 block – the southern segment 1,000 feet north of Carmel Valley Road, and the 3100 and 3200 blocks – the north Camino del Mar segment between Via de la Valle and the San Dieguito River mouth), and 29th Street, and not in place on Via de la Valle, Coast Boulevard, and the 17th Street parking lot. In discussions with City staff since the July 2016 hearing, the City stated that the signs were erected in order to address a chronic issue of loud, late night parties and similar activities occurring on the City's beaches and causing a nuisance to residents. The City stated that prior to the erection of the signs, activities of this type would grow to such a size and frequency that the City's limited park ranger and enforcement staff would need to call in support from police and safety services in order to address the nuisance complaints and disperse the gatherings. Furthermore, the City described incidents of vandalism and substantial littering that have occurred in the beach amenities during the night from these activities. The City stated that introduction of the overnight parking prohibition greatly reduced the frequency of such issues and aided the ability to park ranger staff to address nuisances when they did occur.

However, police and ranger services have other, non-coastal-access related means (such as noise ordinances and curfews for minors) of addressing safety and nuisance issues without having to resort to a parking ban. As such, the City subsequently modified their proposal to replace the unpermitted 10:00 PM to 4:00 AM parking prohibition with a 2:00 AM to 4:00 AM parking prohibition. Limiting the parking prohibition to these hours

would ensure the public still has access to the shoreline during all but a very limited time period when beach use is very low, while still leaving the City the ability to prohibit overnight occupancy of vehicles on City right-of-ways. In addition, the parking prohibition would not completely prohibit people from access the shoreline at any time, because there are parking spaces relatively close to these streets where overnight parking is not prohibited. Because the City already has a law in place that prohibits overnight occupancy of vehicles on City right-of-ways, a 2:00 AM to 4:00 AM parking prohibition should not have a substantial adverse impact on the level of public access and recreation in the permit areas. However, two of the street segments under this permit – Coast Boulevard between 17th Street and 15th Street and Camino del Mar between Via de la Valle and the San Dieguito River mouth – are of special importance to public physical and visual access due to their proximity to coastal parks, beaches, and waters (Exhibit No. 10). These are primary access points to the City's shoreline. On these street segments, imposing a prohibition on public parking, even for limited hours, would have a significant adverse impact on public access to the coast because there are no other nearby opportunities to access the shoreline should someone wish to visit the beach during early morning hours. The Commission appreciates the City's interest in controlling crime, and nothing in this permit is intended to infringe upon the City's ability to address illegal behavior. But the Coastal Act requires that access to the sandy beach and water be maintained, and on these two locations, prohibiting parking would effectively be prohibiting access to the water.

Currently, the City does not impose a parking prohibition on the Coast Boulevard segment, and the Commission finds that this should be maintained. With regards to Camino del Mar, the City does currently have an unpermitted parking prohibition, which under this permit must be removed so as to protect public access on this scenic segment immediately adjacent to Dog Beach and the river mouth. Thus, **Special Condition No. 1** clarifies that the 2:00 AM to 4:00 parking prohibition is permitted in the street segments covered by this permit except for the two aforementioned segments. As conditioned, the limited parking restriction will not significantly restrict public access or recreation.

D. VISUAL RESOURCES

Section 30251 of the Act addresses scenic and visual qualities, and states, in part:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect public views to and along the ocean and scenic coastal areas and, where feasible, to restore and enhance visual quality in visually degraded areas...

The proposed parking program would involve installing eight pay stations along the south side of Via de la Valle and three pay stations along the east side of Camino del Mar (North). Each pay station will be 5 ft. high and 1 ft. wide. The meters will not block any views of the ocean and will not present a substantial impact to the visual resources of the community. While there are views from Camino del Mar (North) of the Pacific Ocean to the west and of San Dieguito Lagoon to the east, the three proposed pay stations on the

east side of Camino del Mar (North) are not of a height and density so as to impede views of San Dieguito Lagoon. Thus, the Commission finds that the proposed development, as conditioned, is consistent with the visual resource policies of Chapter 3 of the Coastal Act.

E. UNPERMITTED DEVELOPMENT

As previously discussed in **Section B. History**, 175 of the 185 paid parking spaces in the City's proposal are operating without benefit of a CDP. The only authorized paid/time-restricted parking is at 29th St. (CDP No. 11-05). Retention of paid parking along Camino del Mar (North) and Border Ave. beyond the additional year and changes to the operating parameters authorized in CDP No. 6-94-113-A required further action by the Commission. Thus, the current fees of \$3.00 per hour and \$1.50 per hour along Camino del Mar (North) and Border Ave., respectively, and 4-hour time limit along both streets are unpermitted development. Similarly, implementation of a 4-hour time limit along Camino del Mar (South) represents a change in the operating parameters authorized in CDP No. A-6-DMR-04-24-A3 and required reporting to the Executive Director. This also represents unpermitted development. Furthermore, the City failed to issue CDPs authorizing the installation of pay stations at 17th St. and Coast Blvd. Therefore, the subject permit would authorize after-the-fact all of these unpermitted existing paid parking areas as part of the proposed parking program.

In addition to the unpermitted parking fees, the City currently has signs prohibiting overnight street parking from 10:00 PM to 4:00 AM, daily, situated within the areas covered by this proposal as well as elsewhere within the City limits. These signs and the parking prohibition contained therein have been in operation since approximately 2005 and were not erected pursuant to any authorized state or local CDP, nor does the certified LCP contain such a prohibition. As part of this proposal, the City would remove the unpermitted signs within the street areas covered by the permit and replace them with new signs prohibiting street parking from 2:00 AM to 4:00 AM in certain street segments covered by this permit. Additional unpermitted signage prohibiting parking from 10:00 PM to 4:00 AM is currently located on street segments not covered by this permit, and the Commission's action on this permit shall not be construed as pre-determining the status of those signs. Those additional signs shall be addressed at a future time, either through a separate permit, an amendment to the certified LCP, or through an enforcement action.

Approval of the permit does not constitute admission of legality of any development undertaken without coastal development permit; nor does it constitute a waiver of any enforcement action with regard to this violation of the Coastal Act that may have occurred.

F. 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.

While the City of Del Mar has a certified LCP, portions of the project are located within the Commission's original jurisdiction, where the Commission retains permanent permit authority and Chapter 3 of the Coastal Act remains the legal standard of review. At the request of the City, the project is being processed as a consolidated permit, with Chapter 3 of the Coastal Act is the standard of review with the City's certified LCP used as guidance. As conditioned, the proposed development is consistent with Chapter 3 of the Coastal Act. Approval of the project as conditioned will not prejudice the ability of the City of Del Mar 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 CDPs 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 City found the proposed development to be exempt from CEQA (Cal. Code of Regs., Tit. 14, § 15301 [existing facilities, including highways and streets]).

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 limiting the term of the permit and requiring monitoring to determine the effects of the variable rate paid parking program, will minimize all adverse environmental impacts. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project is the least environmentally-damaging feasible alternative and can be found consistent with the requirements of the Coastal Act to conform to CEQA.

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APPENDIX A – SUBSTANTIVE FILE DOCUMENTS

- Coastal Development Permit #6-94-113 (City of Del Mar), approved March 1995
- Coastal Development Permit #6-94-113-A (City of Del Mar), approved February 1996
- Coastal Development Permit #A-6-DMR-04-24 (City of Del Mar), approved June 2004
- Coastal Development Permit #A-6-DMR-04-24-A1 (City of Del Mar), approved October 2005
- Coastal Development Permit #A-6-DMR-04-24-A3 (City of Del Mar), approved October 2006
- Coastal Development Permit #5-13-0351 (California Department of Parks & Recreation), approved June 2013
- Coastal Development Permit #5-13-0507 (California Department of Parks & Recreation), approved March 2014
- Coastal Development Permit # 5-98-156-A20 (City of Long Beach & DDR Urban, LP), approved July 2015
- Coastal Development Permit #6-15-1199-W (City of Del Mar), approved September 2015
- Coastal Development Permit #6-15-0081 (City of Del Mar), approved May 2015
- Certified Del Mar LCP

#2 Border Ave.

#1 Via de la Valle

#3 Camino del Mar (North)

#4 29th St.

#5
17th
St.

#6 Coast
Blvd.






#7 Camino del
Mar (South)

0 0.175 0.35 0.7 Miles

DEC 23 2015

CALIFORNIA
COASTAL COMMISSION

Existing paid parking

-  Lot, Coin (1)
-  Lot, Time Limit (1)
-  Machine, Pay & Display (11)
-  Meter, 1-head (2)
-  Meter, 2-head (31)

Sources: Esri, HERE, DeLorme
Corp., NRCAN, Esri Japan, ME
(Thailand), TomTom, MapmyIndia
and the GIS User Community

EXHIBIT NO. 1

APPLICATION NO.
6-15-2123

Vicinity map showing seven
affected public streets



California Coastal Commission

Location	Existing			Authorized			After-the-fact development	Number of new spaces (CDP #6-15-1199-W)
	Number of spaces	Hourly rate	Time limit	CDP	Hourly rate	Time limit		
1 Via de la Valle (south side; Camino del Mar to Jimmy Durante)	58	\$0	N/A				No	94
2 Border Ave. (south side)	12	\$1.50	4-hr	6-94-113, -A1	\$1.00	N/A	Yes - Expired fee, unauthorized time limit	0
3 Camino del Mar ("North"; west and east sides*; Via de la Valle to San Dieguito River Bridge)	63	\$3.00	4-hr	6-94-113, -A1	\$1.00	N/A	Yes - Expired fee, unauthorized time limit	55
4 29th St. (north side)	10	\$3.00	4-hr	11-05	\$3.00	4-hr	No	0
5 17th St. (north side of parking lot behind lifeguard tower)	16	\$3.00	4-hr	?	?	?	Yes - Unauthorized fee and time limit	0
6 Coast Blvd. (east and west sides; 17th St. to 15th St.)	34	\$3.00	4-hr	?	?	?	Yes - Unauthorized fee and time limit	0
7 Camino del Mar ("South"; west side; approximately 2,000 ft. stretch north of intersection with Carmel Valley Rd.)	50	\$1.50	4-hr	A-6-DMR-04-24, -A1, -A3	\$1.50	N/A	Yes - Unauthorized time limit	0
TOTAL SPACES		243					175	149

Notes

*There is currently no parking along the east side of Camino del Mar.

EXHIBIT NO. 2

APPLICATION NO.

6-15-2123

Existing/authorized
operating parameters



California Coastal Commission

CALIFORNIA COASTAL COMMISSION

45 FREMONT, SUITE 2000
SAN FRANCISCO, CA 94105-2219
VOICE AND TDD (415) 904-5200

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October 29, 1993

CALIFORNIA
COASTAL COMMISSION
GENERAL COAST AREA

TO: Planning Directors of Coastal Cities and Counties, and Other Interested Persons

FROM: Peter Douglas, Executive Director *Peter Douglas*

SUBJECT: COASTAL DEVELOPMENT PERMIT REQUIRED WHEN IMPOSING OR INCREASING FEES OR MODIFYING THE HOURS OF OPERATION OF PUBLIC BEACHES OR PUBLIC BEACH PARKING LOTS, PIERS OR BOAT LAUNCHING RAMPS

The Coastal Commission has received numerous inquiries as to whether the imposition or increase of fees or making a change in operating hours of public beaches, shoreline parks or public beach parking lots, piers or boat launching ramps requires a coastal development permit. It appears these inquiries result from increasing pressures on local governments to charge fees and/or change the hours of operation of such facilities based on budgetary and public safety concerns. In addition to these inquiries, the Commission has taken action on several specific coastal development permit applications for such activities of which you should be aware. We think it appropriate to respond on a statewide basis and apologize for our delay.

The answer is yes, in most cases. For purposes of this communication, it is important to distinguish between the various types of facilities and actions being discussed. The descriptions below of the types of facilities referred to in this memorandum are not intended to constitute any sort of legal definition but rather provide the context for the discussion that follows. Public beaches refers to all sandy beach areas under public ownership or control, whether or not subject to the public trust. Shoreline parks are public recreation areas that may or may not include sandy beach located immediately adjacent to or in close proximity to state waters and which can be used by the public to gain access to such waters. Public parking facilities include any parking areas or portions of such areas (eg. parking lots, on-street or curbside parking spaces, parking structures) open to the public that are used by the public to gain access to public beaches or state waters. Public piers and public boat launching ramps are self-explanatory.

Pursuant to the California Coastal Act a coastal development permit is required for any "development", unless specifically exempted under a variety of provisions or procedures set forth in the Coastal Act or pursuant to other provisions of law (eg. the doctrine of vested rights). The Coastal Act defines "development" as including, among other things, a "...change in the intensity of use of water, or of access thereto...." (Public Resources Code Section 30106.) After a local coastal program (lcp) has been fully certified

EXHIBIT NO. 4

APPLICATION NO.

6-15-2123

Memo re: CDP Required
When Imposing Fees



California Coastal Commission

October 29, 1993

Page 2

for a city or county, the coastal development permit issuing responsibilities of the Commission are delegated to that local government. Coastal permitting responsibilities stay with the Commission for any development on any land or water areas subject to the public trust. In addition, certain coastal permit actions by local government are appealable to the Commission, including those for the types of facilities and actions that are the subject of this memo. Local coastal programs (lcps) have incorporated the Coastal Act definition of "development" requiring a coastal development permit from the local government implementing a fully certified lcp.

It is the Commission's position that any action which has the effect of changing the intensity of use of state waters or of access to such waters is a "development" for purposes of the Coastal Act and requires a coastal development permit from the Commission or, in appropriate circumstances, from a local government implementing a fully certified lcp or the Commission on appeal. Because the imposition or substantial increase of a user fee for beach access parking, pier or boat launching ramp use, or for beach or shoreline park use would, in our opinion, result in a change in access to state waters, a coastal development permit is required. For purposes of this memo and for purposes of guidance, "substantial increase" means any fee increase of 25% or more in any given year or 50% or more on a cumulative basis over any three consecutive year period. Similarly, any action changing the hours of operation or availability for public use of, for example, any beach, shoreline park, parking facility, pier or boat launching ramp or facility requires a coastal development permit. A coastal development permit is required even if little or no physical construction is necessary to implement the action calling for a fee, a fee increase or a change in hours of operation.

As mentioned before, whether the coastal development permit must be obtained from the Commission or the appropriate local government depends on whether the local government has in place a fully certified lcp and has been delegated the coastal development permit issuing authority pursuant to the Coastal Act. In some cases, even where a fully certified lcp is in place, the Commission may have retained coastal development permitting authority because the affected lands are subject to the public trust or otherwise fall into a category of retained permit jurisdiction. If there is a question about whether the Commission or the local government is responsible for processing and acting on a coastal development permit, please contact the appropriate Coastal Commission office. Even where a local government has coastal development permit issuing responsibility, it is important to know that the action is probably appealable to the Coastal Commission and, because the issue involves public access and is of vital concern to the Commission, may well be appealed.

The fact a coastal development permit is required for the type of actions described above does not mean a permit application will necessarily be denied. Rather, each case must be evaluated in light of the particular applicable facts and circumstances. The Coastal Commission has already reviewed and acted on several proposals to change the hours of operation of public beaches, parking facilities, accessways, boat launching ramps, and a pier. These proposals involved the cities of San Diego, Carlsbad and Long

Planning Directors of Coastal Cities
and Counties, and Other Interested
Persons

October 29, 1993

Page 3

Beach. It is our intent to prepare a memo on this subject that will provide guidance to local government, other public agencies and members of the public relative to the type of factors the Commission has considered and examples of concerns that should be taken into account when these types of proposals are being formulated. The Commission is extremely sensitive to the budgetary and public safety concerns of local governments. At the same time, the Commission must carefully balance those concerns against broader public interests relative to public use of and access to public coastal resources such as beaches and state waters. It is for this reason, among others, that the Commission has not approved any request to close public beaches to the public on a continuing basis. On the other hand, the Commission has approved the closure of public beach parking lots at certain hours during the night. Finally, it should be remembered that because these types of actions requiring coastal development permits involve questions of public access, the legal standard of review is the Chapter 3 policies of the Coastal Act relating to public access.

Relative to public safety concerns, we want to emphasize that nothing in what we have said here interferes with or prevents a law enforcement agency from taking any and all actions it deems appropriate to address a particular public safety emergency, including any action to close to all public use a beach, parking facility or park. Similarly and pursuant to the Coastal Act, if a local government takes an action to close a public facility pursuant to a legally approved declaration of "public nuisance", no coastal development permit is required. We should caution however, Commission staff will look carefully at any action using the "public nuisance" exception to the coastal development permit requirement when the result of such action is to close to public use for any extended period of time a public beach, parking facility or any other facility providing public access to the beach or state waters.

Because there has been some ambiguity and uncertainty about the coastal permit requirements for the types of actions covered by this memo, it is not our intent to pursue any coastal act violation actions at this time. However, we ask every entity that has taken any action described here as requiring a coastal development permit and for which such a permit has not been approved to contact our office to determine the appropriate steps to complete and process a coastal permit application. We realize that in some cases the action requiring a coastal permit may have been taken some time ago. Notwithstanding the passage of time, a coastal permit will still be required and must be secured. We also understand there have been many instances where local jurisdictions have increased parking fees. We recognize that not every increase in parking fees requires a coastal permit. Accordingly, please contact our office for clarification on how we intend to proceed in these cases.

We would appreciate your passing this memo on to anyone you think may have an interest in the matter. We are particularly anxious that this memo get to the responsible people in your jurisdiction who manage your parking and recreation programs. Thank you for your cooperation and attention to this matter.

Hours of operation

Daily rate

Hourly rate

Daily rate

Hourly rate

Location

1	Fletcher Cove (Solana Beach)	\$0	\$0	\$0	\$0	6:00 a.m. - 10:00 p.m.
2	La Jolla Shores	\$0	\$0	\$0	\$0	4:00 a.m. - 10:00 p.m.
3	Newport Beach (residential streets)	\$0	\$0	\$0	\$0	N/A
4	The Pike (Long Beach; CDP 5-98-156-A20)	\$2	N/A	\$2	N/A	9:00 a.m. - 9:00 p.m.
5	Corona del Mar State Beach (CDP #5-13-0507)*	May-September -Up to \$4/hr (9am-6pm) -Up to \$2.50/hr (6am-9am, 6pm-10pm)	\$15	October-April -Up to \$4/hr (9am-6pm weekends) -Up to \$2.50/hr (6am-9am, 6pm-10pm weekends) -Up to \$1.50/hr (6am-10pm weekends)	\$15	6:00 a.m. - 10:00 p.m.
6	San Clemente State Beach (CDP #5-13-0351)**	\$2	\$15	\$1	\$15	TBD
7	Balboa Pier Beach Parking Lot (CDP #5-13-0506)***	\$1.5	\$15	\$1.5	\$15	



EXHIBIT NO. 5

APPLICATION NO.

6-15-2123

Fee comparison

California Coastal Commission

Notes

*On Memorial Day, July 4th, and Labor Day, hourly rates up to \$4 and daily rate is \$20.

**On Memorial Day, July 4th, and Labor Day, daily rate is \$20.

***On Memorial Day, July 4th, and Labor Day, hourly rates up to \$2 and daily rate is \$20.

Busy season (June - Sept.)			Off-season (Oct. - May)		
Proposed parking areas	Occupancy	Turnover	Notes	Occupancy	Turnover
1 Via de la Valle (south side; Camino del Mar to Solana Gate*)	50% or less when Del Mar Fairgrounds is closed—lower use on weekdays and higher use on weekends/holidays	4-8 hours (follows employee work schedule); longer for beach events	Primary users are Del Mar Fairgrounds and Brigantine Restaurant employees; beach users during events, e.g., volleyball	10-15%, unless beach event which increases occupancy	4-8 hours (follows employee work schedule); longer for beach events
2 Border Ave. (south side)	50% by noon on weekdays; 100% by 1:00 p.m. on many weekends and during beach events	2-3 hrs on weekdays; 4-5 hrs on weekends**	--	Very light on weekdays; 100% on warmer weekends and during beach events	--
3 Camino del Mar ("North"; west side*; Via de la Valle to San Dieguito River Bridge)	70% by noon and 100% by 2:00 p.m. on weekdays; 100% by noon on many weekends and during beach events	2-3 hrs on weekdays; 4-5 hrs on weekends**	--	40% by 1:00 p.m. on weekdays; 70% by noon on warmer weekends and during beach events	--
4 29th St. (north side)	Very light on weekdays (blocked for Junior Lifeguards staging); 100% by 1:00 p.m. on many weekends and during beach events	4-5 hrs on weekends**	--	10-20% by 1:00 p.m. on weekdays; 100% by 2:00 p.m. on warmer weekends and during beach events	2-3 hrs on weekdays; 4-5 hrs on weekends**
5 17th St. (north side of parking lot behind lifeguard tower)	100% from 1:00-4:00 p.m. and again after 6:00 p.m. on weekdays; 100% by noon on many weekends and during beach events	2-3 hrs on weekdays; 4-5 hrs on weekends**	--	10-20% by 1:00 p.m. on weekdays; 100% from 2:00-5:00 p.m. and then refills on warmer weekends, during beach events, and over holidays	--
6 Coast Blvd. (east and west sides; 17th St. to 15th St.)	100% from 1:00-4:00 p.m. and again after 6:00 p.m. on weekdays; 100% by 11:00 a.m. on many weekends and during beach events	2-3 hrs on weekdays; 4-5 hrs on weekends**	--	10-20% by 1:00 p.m. on weekdays; 100% from 1:00-5:00 p.m. and then refills on warmer weekends, during beach events, and over holidays	--
7 Camino del Mar ("South"; west side; approximately 2,000 ft. stretch north of intersection with Carmel Valley Rd.)	10% from 11:00 p.m. and 40% by 2:00 p.m. on weekdays; 100% by 11:00 a.m. on most weekends	2-3 hrs on weekdays; 4-5 hrs on weekends**	--	10% by 11:00 p.m. and 40% by 2:00 p.m. on weekdays; 90% by 10:00 a.m. and 100% by 2:00 p.m. on warmer weekends with good surf	2-3 hrs on weekdays; 4-5 hrs on weekends**

Source: Eric Sandy, City of Del Mar Parking Enforcement Lieutenant

Notes

*Proposed parking area at Via De La Valle extends from Solana Gate to Jimmy Durante, where there is no existing parking.

Proposed parking area at Camino del Mar includes east side, where there is no existing parking.

**Existing 4-hour maximum time limit

EXHIBIT NO. 6

APPLICATION NO.

6-15-2123

Baseline conditions



California Coastal Commission



From the Desk of Dr. Kevin Groid

2923 SANDY POINTE, # 6
DEL MAR CA 92014-2052

RECEIVED

FEB 23 2016

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Sarah Richmond
Coastal Planner
sarah.richmond@coastal.ca.gov
California Coastal Commission
San Diego District Office
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108
(619) 767-2370

RE: Coastal Development Permit Application No. 6-15-2123

Friday September 21, 2012

To Whom It May Concern:

Del Mar is known for everything positive except the parking enforcement people known locally as "Chalkers." You ask anyone who has been to Del Mar more than once and they will tell you how horrible the Chalkers are. When you come to the beach, you can't relax because you know if the car is parked slightly askew or you are a minute late or a few inches into a red area, you will immediately have your day ruined with a ticket. The permit listed below is for adding additional parking meters just a few yards from my house and the entire Playa del mar association. I would like to add my voice to hopefully rejecting the permit to add new parking meters and keep just a little piece of Del Mar with the calm, relaxed attitude that should permeate the rest of this cozy beach community.

I would like to add my voice to those wanting to reject this permit.

Sincerely,



Dr. Kevin Groid.

EXHIBIT NO. 7

APPLICATION NO.

6-15-2123

Letter of opposition



California Coastal Commission

Border Ave
(south side)

Camino del Mar
(west & east side)

Via de la Valle
(south side)

EXHIBIT NO. 8
APPLICATION NO. 6-15-2123
Proposed Paid Parking Areas
 California Coastal Commission



1994

© 2016 Google

Imagery Date: 3/22/2016

32°58'44.12" N 117°15'52.37" W elev 10 ft eye alt 4141 ft

Google earth

29th Street
(north side)



17th St. Lot
(north side)

Coast Boulevard
(west & east side)

Camino del Mar
(west side)



Border Ave
(south side)

Camino del Mar
(west & east side)

EXHIBIT NO. 9

APPLICATION NO.

6-15-2123

Current unpermitted
parking prohibitions



California Coastal Commission



© 2016 Google

Imagery Date: 3/22/2016

32°58'44.12" N 117°15'52.37" W elev 10 ft

eye alt 4141 ft

Google earth

29th Street
(north side)



Camino del Mar
(west side)



Google earth

Imagery Date: 3/22/2016 32°56'29.55" N 117°15'36.96" W elev 192 ft eye alt 1766 ft

© 2016 Google

1994

Border Ave
(south side)


Via de la Valle
(south side)

EXHIBIT NO. 10

APPLICATION NO.

6-15-2123

Parking prohibitions
approved in permit

 California Coastal Commission



© 2016 Google

Imagery Date: 3/22/2016

32°58'44.12" N 117°15'52.37" W elev 10 ft eye alt 41.41 ft

Google earth

29th Street
(north side)

Camino del Mar
(west side)



1994

Imagery Date: 3/22/2016

32°56'29.55" N 117°15'36.96" W elev 192 ft eye alt 1766 ft

Google earth

© 2016 Google

S21

Camino Del Mar

Torrey Point Rd

Caminito Mar Villa

W Ocean View Ave

Ocean View Ave

Torrey Pines Terrace

Hidden Pines Rd

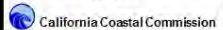


See Special Condition No. 3
for full list of streets

EXHIBIT NO. 11

APPLICATION NO.
6-115-2123

Parking monitoring
area



Google earth

© 2016 Google

Imagery Date: 3/22/2016 32°58'44.12" N 117°15'52.37" W elev 10 ft eye alt 4141 ft

1994

See Special Condition No. 3
for full list of streets

1994

Imagery Date: 3/22/2016

32°58'19.62" N 117°16'03.65" W elev 14 ft eye alt 2727 ft

Google earth



S2
See Special Condition No. 3
for full list of streets

Project	Description	Cost
2015-16 Coastal Visitor-Serving City Projects		
Via de la Valle Pedestrian Improvements	Street repaving, expanded bike lanes, new sidewalk, additional parking stalls	\$ 1
Camino del Mar Pedestrian Improvements	Street repaving, expanded bike lanes, new sidewalk, 3 new crosswalks with RRFB, additional parking stalls	\$
Coast Boulevard Pedestrian Improvements	Street paving, expanded bike lanes, raised pedestrian crosswalks	\$
Highway 101/Anderson Canyon Bluff Repair	Repair of bluff and roadway failure adjacent to Anderson Canyon	\$ 1,300,000
Bicycle Facilities	Addition of 40 bicycle racks and repair facilities at coastal amenities	\$ 12,500
River Path Del Mar Extension - Phase 1	Extension of recreational trail to Grand Ave Overlook and habitat restoration, fronting San Dieguito Lagoon	\$ 450,000
Powerhouse Park Restroom Rehabilitation	Rehabilitation of exterior public restrooms at beachfront Powerhouse Park	\$ 171,000
Lifeguard Tower Building Repairs	Rehabilitation of two permanent lifeguard towers at 17th Street and 25th Street	\$ 42,500
Previous Coastal Visitor-Serving City Projects		Subtotal \$ 4,465,108
17th Street Beach Safety Center	New lifeguard headquarters, public restroom & shower facilities	\$ 2,300,000
Future (Unfunded) Coastal Visitor-Serving City Projects		Subtotal \$ 2,300,000
Camino del Mar South Pedestrian Improvements	Street repaving, expanded bike lanes, new multi-use path, additional parking stalls, new median	\$ 730,000
River Path Del Mar Extension - Phase 2	Extension of recreational trail to Crest Canyon, fronting San Dieguito Lagoon	\$ 1,000,000
Public Restrooms & Showers at North Beach	Replace portable restrooms with permanent facilities	\$ 1,600,000
Public Access at Scripps Bluff Preserve - North Beach	Enhance public access to blufftop Scripps Preserve	\$ 2,000,000
Camino del Mar Bridge Replacement	Replace bridge that spans the San Diego Lagoon, adjacent to North Beach (cost is City's 11.5% contribution)	\$ 2,510,450
Seawall & Stair Access - 29th Street	Repair/replace existing sea wall and stairway at beach entry of 29th Street to maintain public access to beach	\$ 1,000,000
Coast to Crest Trail Extension to Beach	Extend final leg of Coast to Crest trail from current truncation at Jimmy Durante Boulevard to North Beach	\$ 1,800,000
Beach Entry Access Improvements	Improve 4 unimproved beach entry access points at street-ends	\$ 200,000
Coastal Rail Trail	New blufftop coastal recreational trail adjacent to railway, from 4th Street to 15th Street	\$ 4,000,000
Powerhouse Community Center Deck Rehabilitation	Repair of failing 2nd story deck at beachfront Powerhouse facility	\$ 400,000
Subtotal		\$ 15,240,450
TOTAL CAPITAL COSTS		\$ 22,005,558

Annual Coastal Visitor-Serving Operational Costs		
Lifeguards	Staff costs	\$1,025,100
Park Ranger	Staff costs	\$183,680
Roadway maintenance	Street paving, sidewalk maintenance, median landscaping, traffic signals, streetlights, signage, RRFB systems & crosswalks	\$411,000
Beach maintenance	Beach grooming, doggy bags, trash & recycling	\$290,000
Park maintenance	Landscaping, water, lights, trash & recycling, Tot Lot	\$204,000
Facilities	Lifeguard towers, Powerhouse Community Center, City Hall, Shores Park Community Center	\$74,000
TOTAL OPERATIONAL COSTS		\$2,187,780

Updated 9/9/2016

Project	Description	
2015-16 Coastal Visitor-Serving City Projects		
Via de la Valle Pedestrian Improvements	Street repaving, expanded bike lanes, new sidewalk, additional parking stalls	
Camino del Mar Pedestrian Improvements	Street repaving, expanded bike lanes, new sidewalk, 3 new crosswalks with RFFB, additional parking stalls	
Coast Boulevard Pedestrian Improvements	Street repaving, expanded bike lanes, raised pedestrian crosswalks	
Highway 101/Anderson Canyon Bluff Repair	Repair of bluff and roadway failure adjacent to Anderson Canyon	
Bicycle Facilities	Addition of 40 bicycle racks and repair facilities at coastal amenities	
River Path Del Mar Extension - Phase 1	Extension of recreational trail to Grand Ave Overlook and habitat restoration, fronting San Dieguito Lagoon	\$ -450,000
Powerhouse Park Restroom Rehabilitation	Rehabilitation of exterior public restrooms at beachfront Powerhouse Park	\$ -171,000
Lifeguard Tower Building Repairs	Rehabilitation of two permanent lifeguard towers at 17th Street and 25th Street	\$ -42,500
Previous Coastal Visitor-Serving City Projects		Subtotal \$ 4,465,108
17th Street Beach Safety Center	New lifeguard headquarters, public restroom & shower facilities	\$ -2,300,000
Future (Unfunded) Coastal Visitor-Serving City Projects		Subtotal \$ 2,300,000
Camino del Mar South Pedestrian Improvements	Street repaving, expanded bike lanes, new multi-use path, additional parking stalls, new median	\$ 730,000
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Subtotal		\$ 15,240,450
TOTAL CAPITAL COSTS		\$ 22,005,558
Annual Coastal Visitor-Serving Operational Costs		
Lifeguards	Staff costs	\$ 1,025,100
Park Ranger	Staff costs	\$ 183,000
Roadway maintenance	Street paving, sidewalk maintenance, median landscaping, traffic signals, streetlights, signage, RFFB systems & crosswalks	\$ 441,000
Beach maintenance	Beach grooming, daisy bags, trash & recycling	\$ 290,000
Park maintenance	Landscaping, water, lights, trash & recycling, Tortot	\$ 204,000
Facilities	Lifeguard towers, Powerhouse Community Center, City Hall, Shores Park Community Center	\$ 74,000
TOTAL OPERATIONAL COSTS		\$ 2,187,780

EXHIBIT NO. 13

APPLICATION NO.

6-15-2123

Projects Receiving

Parking Fee

California Coastal Commission

Updated 9/9/2016