

**CALIFORNIA COASTAL COMMISSION**

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original staff report

# W16b

## Addendum

December 5, 2016

To: Commissioners and Interested Persons

From: California Coastal Commission  
San Diego Staff

Subject: Addendum to **Item W16b**, Coastal Commission Permit Application No. **6-15-1251-A1 (Symphony Asset Pool XVI, LLC)**, for the Commission Meeting of Wednesday, December 7, 2016

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The purpose of this addendum is to attach a public comment letter of support as a new exhibit. Staff recommends the following changes be made to the above-referenced staff report. Any deletions shall be marked by a ~~strike through~~ and additions shall be underlined:

1. Add Exhibit 5 – Public Letter of Support

W



MISSION BEACH TOWN COUNCIL

P.O. Box 9842 San Diego, CA 92169

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DEC - 2 2016

November 29, 2016

California Coastal Commission  
San Diego Coast District  
7575 Metropolitan Drive, Ste. 103  
San Diego, CA 92108

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

**re: Approval of CDP Amendment for Pacifica Enterprises to Begin Construction on a Historic Landmark and Cherished Asset in the Mission Beach Community**

Dear Commissioners:

On behalf of the Mission Beach Town Council and our community, I urge your approval of the amendment to CDP 6-15-1251 to enable Pacifica Enterprises to continue with their plans to reconstruct the historic Plunge swimming pool and the building that encloses it in Belmont Park. I understand this issue is coming before the Coastal Commission for consideration at the December 7, 2016 meeting in Ventura. We would greatly appreciate anything you can do to help the project move forward, allowing the vision for this civic asset to become a reality.

We appreciate the time, effort and financial commitment that Pacifica Enterprises has devoted to transforming Belmont Park into a gem that can be enjoyed by beach residents, City residents, County residents and other visitors from around our State, Country and, indeed, the world. Likewise, we appreciate the work the Coastal Commission has devoted to this project, and appreciate the vital role the Commission plays in protecting our prized California coastline. It is in that spirit that we request and beseech your help in fostering Pacifica's continued transformative contributions to our unique section of coastline, and pray that you consider our pleading.

Please contact me with any questions or comments at [fredday.tc@gmail.com](mailto:fredday.tc@gmail.com), or (858) 345-7708.

Sincerely,

Fred Day, President  
Mission Beach Town Council

EXHIBIT NO. 5

APPLICATION NO.

**6-15-1251-A1**

Public Letter of  
Support



California Coastal Commission

**CALIFORNIA COASTAL COMMISSION**

SAN DIEGO AREA  
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# W16b

Filed: 11/3/16  
180th Day: 5/2/2017  
Staff: A. Llerandi-SD  
Staff Report: 11/15/16  
Hearing Date: 12/7/16

## STAFF REPORT: AMENDMENT

**Application No.:** 6-15-1251-A1

**Applicant:** Symphony Asset Pool XVI, LLC

**Agent:** Dan Hayden

**Location:** 3119 Oceanfront Walk, Belmont Park, Mission Beach, San Diego, San Diego County (APN: 760-217-07)

**Original Project Description:** Demolish existing approximately 48-ft. tall, 21,000 sq. ft. Plunge pool structure (building 9) to construct a new approximately 21,000 sq. ft. Plunge pool structure in the same footprint and height, with a new approximately 6,381 sq. ft. interior mezzanine connected to a previously approved remodel of the adjacent athletic facility (building 8).

**Proposed Amendment:** Amend condition to use public parking lot for construction staging and storage; operate a public shuttle program during construction activity; allow work to occur during the summer season

**Staff Recommendation:** Approval with Conditions

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## SUMMARY OF STAFF RECOMMENDATION

On January 14, 2015 the Coastal Commission approved Coastal Development Permit (CDP) No. 6-15-1251 for the demolition and reconstruction of the 48-ft. tall, 21,000 sq. ft. Plunge pool building in Belmont Park in the Mission Beach community of San Diego.

The conditions of approval of the CDP prohibit construction staging and storage from occupying public parking spaces or public right-of-ways. Subsequent to the permit approval, the applicant determined that the scale of the development and manner of equipment required for the development could not be feasibly located entirely off-site. The Plunge is a large building that will be demolished in pieces and removed with a crane, and similarly constructed in segments that must be laid out, assembled, then put into place with a crane, all of which must be done in proximity to the building site. Therefore, the applicant is proposing to use up to 134 parking spaces in the north Belmont Park public parking lot during various stages of development. The parking spaces would be occupied for the approximately 14-month construction period. To help offset the impact the temporary loss of these public parking spaces is expected to have on public access, the applicant has proposed to implement a free shuttle program on weekends and holidays to transport people from off-site public parking lots when occupancy of the parking lots immediately adjacent to Belmont Park reach 90% capacity.

Additionally, while the applicant's construction schedule of the approved Plunge redevelopment incorporated the prohibition on construction during the busy summer season, the applicant has stated that due to the scale and complexity of the project there is a possibility that the project site will not be at a state capable of being properly secured once Memorial Day – the start of the summer moratorium – arrives. Therefore, the amendment includes a request that the permit allows the Executive Director to permit work to continue into the summer season if the determination can be made that the construction activity would be contained wholly on-site and has no spillover effects into public areas that could adversely impact public access and recreation.

The proposed amendment raises concerns with regards to public access and recreation. Mission Beach in general, and Belmont Park in particular, is a popular coastal area and destination for both residents and tourists, and development activity that displaces public access through occupation of public parking or blockage of accessways, especially during the busy summer months, could deter or prevent the public from visiting the beach.

Additionally, the Plunge pool itself is also an important recreational facility. The building is located in the middle of a publicly-owned commercial recreation center surrounded by a public park and public parking facilities. The applicant has demonstrated that reconstruction of the facility requires a large staging area, and there is no alternative location that would avoid all impacts to public access and recreation. The applicant has submitted a plan that provides for phasing of construction to limit the impacts to public parking to the maximum extent feasible. The proposed shuttle program will further reduce impacts to the beach-going public.

Therefore, Commission staff is recommending approval of the amendment modifying **Special Conditions Nos. 2 and 4**, and adding **Special Condition No. 6**. Modified **Special Condition No. 2** requires that construction staging and storage be phased to strictly limit the amount of public parking occupied by construction. While the project as currently proposed does not anticipate conducting development activity during the busy summer tourist season, modified **Special Condition No. 4** recognizes that occasionally with large projects on public or semi-public infrastructure, some work may need to be



conducted during the summer period in order to meet the access and recreational goals of the project. However, during the summer, only work that is wholly confined to the project site and without any impacts to the surrounding public facilities can be found consistent with the Coastal Act policies requiring the protection of public access and recreation. Therefore, **Special Condition No. 4** allows for some development work if it meets the strict criteria regarding confining work to the project footprint. Because the amendment allows construction staging and storage for the approved development to occupy substantial amounts of public parking for months at a time in a popular and parking-impacted coastal destination, **Special Condition No. 6** requires a free public shuttle program be operated by the applicant for the benefit of visitors to Belmont Park. With the above modified and new special conditions, the project amendment can be found in conformance with Chapter 3 of the Coastal Act and approved.

Commission staff recommends **approval** of coastal development permit amendment 6-15-1251-A1 as conditioned.

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## APPENDICES

[Appendix A – Conditions of Approval](#)

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## EXHIBITS

[Exhibit 1 – Vicinity Map](#)

[Exhibit 2 – Aerial Photos](#)

[Exhibit 3 – Construction Phase Staging Plan](#)

[Exhibit 4 – Shuttle Route and Parking Plan](#)

## **I. MOTION AND RESOLUTION**

### **Motion:**

*I move that the Commission **approve** the proposed amendment to Coastal Development Permit Application No. 6-15-1251-A1 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 amendment 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 amendment 6-15-1251-A1 and adopts the findings set forth below on grounds that the development as amended and 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. SPECIAL CONDITIONS**

This permit is granted subject to the following special conditions:

NOTE: Appendix A, attached, includes all standard and special conditions that apply to this permit, as approved by the Commission in its original action and modified and/or supplemented by all subsequent amendments, including this amendment no. 6-15-1251-A1. All of the Commission's adopted special conditions and any changes in the project description proposed by the applicant and approved by the Commission in this or previous actions continue to apply in their most recently approved form unless explicitly changed in this action. New conditions and modifications to existing conditions imposed in this action on amendment no. 6-15-1251-A1 are shown in the following section. Within Appendix A, changes to the previously approved special conditions are also shown in strikeout/underline format. This will result in one set of adopted special conditions.

1. [Special Condition No. 1 of CDP No. 6-15-1251 remains unchanged and in effect]

2. **Revised Construction Staging and Storage Plan.** PRIOR TO THE ISSUANCE OF THIS COASTAL DEVELOPMENT PERMIT AMENDMENT, the ~~applicant~~ ~~permittee~~ shall submit to the Executive Director for review and written approval final construction staging and storage plans that avoid all use of public parking spaces for development work substantially conform to the plans submitted by Symphony Asset Pool XVI, LLC on November 3, 2016 and attached as Exhibit No. 3 of this staff report, but revised to include the following:

- A. Each phase of construction may not occupy more public parking than is shown by the marked areas in Exhibit No. 3. Phase 1 of construction may not occupy more than 77 parking spaces; phase 2 may not occupy more than 107 parking spaces, and phase 3 may not occupy more than 134 parking spaces.
- B. Construction workers shall be prohibited from parking within the north, east, or southern parking lots adjacent to Belmont Park.
- C. Belmont Park tenants and their employees shall be informed of the construction staging and encouraged to not park in the north, east, or southern parking lots adjacent to Belmont Park.

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

3. [Special Condition No. 3 of CDP No. 6-15-1251 remains unchanged and in effect]
4. **Timing of Development.** ~~No development activity may occur between Memorial Day and Labor Day of any year.~~

PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval, a construction phasing plan which indicates that all or substantially all construction activities will be suspended during the peak summer season (Memorial Day to Labor Day), as well as indicates that the proposed temporary unloading area in the south parking lot will not be closed off to pedestrian traffic except during active unloading, and then only if necessary to ensure public safety.

If any work is later proposed between Memorial Day and Labor Day, a detailed construction activity plan shall be submitted that includes the following requirements for all work during that period:

- (a) A schedule of proposed construction and an estimate of the number of vehicles/workers required at the site during each phase of construction.

(b) A written statement indicating that all deliveries to and from the project site shall occur before 12:00 PM and avoid blocking the flow of public traffic.

(c) Construction staging and storage, including worker parking, may not be sited on nor impact public areas, including pedestrian walkways and all public parking areas, and all construction activity must be contained within the footprint of the Plunge building.

(d) A written statement indicating that the applicant agrees to stop work from Memorial Day to Labor Day if it is infeasible to contain the construction activities within the footprint of the Plunge building for any reason. All work must stop regardless of the stage of development and the state of the project site.

(e) If submitted plans indicate that construction activities, materials, or equipment cannot be contained within the footprint of the Plunge building at any point from Memorial Day to Labor Day, and thus must be suspended until after Labor Day, the construction schedule shall indicate how the applicant has prepared to weatherproof, secure, and otherwise protect the construction site in sufficient time to suspend activities by Memorial Day weekend. Visual impacts of construction site protection shall be minimized to the extent feasible.

(f) The applicant shall submit evidence that the approved construction schedule has been incorporated into construction documents to ensure that contractors are fully aware of the restriction on work from Memorial Day through Labor Day.

The applicant's property will be inspected on or about the week of July 10<sup>th</sup> to confirm compliance with the requirements of the development moratorium. Nothing in this CDP is intended to limit in any way the right of entry or inspection that the Commission, or any agency, may otherwise have by operation of any law, and in addition to the inspection date noted herein, monitoring of condition compliance by Commission staff may occur at any time necessary to ensure compliance with the CDP.

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

5. [Special Condition No. 5 of CDP No. 6-15-1251 remains unchanged and in effect]
6. **Revised Shuttle Program.** **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT AMENDMENT,** , the permittee shall submit to the Executive Director for review and written approval a final shuttle program that

substantially conforms to the plans submitted by Symphony Asset Pool XVI, LLC on November 3, 2016 and attached as Exhibit No. 4 of this staff report, but revised to include the following:.

- (a) The shuttle service shall operate according to the following schedule:
  - i. Every Saturday and Sunday from January 7, 2017 to project completion, excepting the summer season between Memorial Day and Labor Day, when no staging or storage may occur in public parking areas.
  - ii. The shuttle service shall also operate during the following holidays of any year: New Year's Day, Martin Luther King Day, Presidents' Day, Veterans' Day, Thanksgiving Day, and Christmas Day. Should any of the above holidays occur on a weekend, the shuttle shall operate on the related weekday holiday.
  - iii. The shuttle service shall also operate during the following school holiday periods: spring break for the University of San Diego, the San Diego Unified School District, and San Diego State University, as well as Easter Break for the University of San Diego.
  - iv. The shuttle service shall operate during park operating hours of each of the days listed above. Should the park not be operating during any of the above holidays, the hours shall be 11:00 AM until 8:00 PM.
- (b) During the days in which the shuttle program operates, the applicant shall monitor parking lot usage of the north, east, and southern parking lots adjacent to Belmont Park. When 90% of the total available spaces of all three lots (576 spaces out of 641 spaces not occupied by construction staging and storage) are occupied, the shuttle program shall be initiated and begin services within 30 minutes according to the route and off-site parking locations as shown on Exhibit 4, and shall continue service so long as the lots are at least 90% occupied. The applicant shall conduct a survey documenting the dates the shuttle was initiated, the number of hours the shuttle operated for each of those days initiated, and the number of passengers transported, to be submitted to the Executive Director at the completion of construction activities.
- (c) By January 7, 2017, the permittee shall implement the following measures to inform the public of the existence of the approved shuttle program:
  - i. Update Belmont Park's website and related social media pages to advertise the existence and parameters of the shuttle program to the public.

- ii. Inform the Mission Beach Town Council, Mission Beach Precise Planning Board, and Mission Beach Women's Club of the existence and parameters of the shuttle program.
  - iii. E-mail Belmont Park's database of nearly 36,000 subscribers informing them of the existence and parameters of the shuttle program.
  - iv. Purchase advertising in the Mission Beach Bay & Press's January editions explaining the existence and parameters of the shuttle program.
  - v. Contact the office of San Diego City Councilwoman Lori Zapf with a form letter or e-mail to send to her constituents explaining the existence and parameters of the shuttle program.
- (d) By January 7, 2017, the permittee shall implement the following signage plan to inform and direct the public regarding the approved shuttle program:
- i. Permanent signs of no less than 24 inches by 18 inches shall be installed on poles of at least 6 feet in length at each vehicular entrance to the north and east parking lots adjacent to Belmont Park and at every southern pedestrian entrance to Belmont Park. The signs shall advertise the existence of the shuttle program, the shuttle's operating parameters, and the location of the pick-up and drop-off sites.
  - ii. A portable sign (e.g. sandwich board) of no less than 24 inches by 36 inches identifying the location of the shuttle drop-off/pick-up area shall be placed within the east parking lot adjacent to Belmont Park whenever the shuttle is in operation. Signs shall be placed as required for the duration of the construction period, and shall state that the shuttle service is available as needed according to the parking demands.
  - iii. At least one portable sign (e.g. sandwich board) of no less than 24 inches by 36 inches identifying the location of all the shuttle drop-off/pick-up area shall be placed within each off-site lot as shown in in Exhibit No. 4 whenever the shuttle is in operation. Signs shall be placed as required for the duration of the construction period, and shall state that the shuttle service is available as needed according to parking demands.

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

### **III. FINDINGS AND DECLARATIONS**

#### **A. AMENDMENT DESCRIPTION**

The proposed amendment would modify Special Condition No. 2 of the original permit to allow construction staging and storage to occur on up to 134 public parking spaces in the north parking lot adjacent to Belmont Park during the non-summer period; would institute a free public shuttle program to compensate for diminished parking supply when certain thresholds are met; and modify Special Condition No. 4 so as to allow the Executive Director to permit work to occur on the project during the summer if all work is contained within the boundaries of the subject site.

The proposed shuttle program would consist of an on-site employee monitoring the public parking lots immediately adjacent to the north, east, and south of Belmont Park on weekends and holidays during the approved construction. Once the parking lot usage reaches 90% of available spaces, the applicant would operate a free shuttle between Belmont Park and nearby pick-up sites to the east of Belmont Park [Exhibit 4], with on-site signage informing the public of the existence and parameters of the shuttle program. The applicant will also require that construction workers use alternative transportation or park off-site, while also encouraging Belmont Park tenants and their employees to also park off-site.

#### **B. PROJECT HISTORY**

Mission Beach Park was originally developed in 1925 by John D. Spreckles, and included in its original construction the Plunge pool area. Buildings within Belmont Park were constructed in the Spanish Eclectic architectural style reflecting the motifs of the 1915 Pan American Exposition that was held in San Diego. Approximately 10 acres of the total 18.7 acre site was once the “Belmont Amusement Park” site. Over the years the site came into ownership by the City of San Diego as four separate parcels.

In 1973, the Plunge building and pool was designated by the City of San Diego’s Historical Resources Board (HRB) as having historic quality, and in 1984 the state Office of Historic Preservation determined that the entire Belmont site, then consisting mostly of the Plunge pool building, a roller rink, and the Giant Dipper roller coaster, were eligible for the National Register of Historic Places. However, while the Giant Dipper roller coaster was eventually listed on the National Register of Historic Places, neither the Plunge building or pool are listed.

In January, 1983, the Coastal Commission approved the Mission Beach Park General Development Plan. That plan called for retention of the entire Plunge building and also addressed retention of the roller rink building. The swimming pool portion of the Plunge building had remained operational throughout the years, but the roller rink building was not used at the time. The remainder of the site (excluding the roller coaster, which had been leased to the Save the Coaster Committee and was being restored) was designated for landscaping, parking, restrooms, lifeguard services, etc. The plan did allow for limited commercial uses within the existing Plunge building.



On November 15, 1984, the Coastal Commission approved the Mission Beach Precise Plan and Planned District Ordinance as Land Use Plan and Implementation Plan elements, respectively. The previous approval of the Mission Beach Park General Development Plan was not altered in that action.

In 1985, a project was locally approved by the city to demolish the historic Plunge building, maintain the pool, and demolish the roller rink. As part of the certified Environmental Impact Report (EIR), mitigation required that the existing Plunge and roller rink buildings be professionally photographed and sketched, that important architectural features be incorporated in the subsequent reconstruction, and that signage be integrated into the project to educate the public regarding Belmont Park's history.

Subsequent to the City's approval, on September 10, 1986, the Coastal Commission approved CDP No. 6-86-396 for the Belmont Park site, located on 6.7 acres of the 18.7-acre Mission Beach Park. The CDP included the removal of the roller rink building and portions of the Plunge building, renovation and rehabilitation of the Plunge swimming pool, pool room, and existing restrooms and lifeguard facilities, and new construction of a variety of public and private improvements. A Plunge annex building (housing lockers, restrooms, a meeting room, and fitness center), additional restrooms, a beach police patrol room, parking lot restriping, bus stop upgrades, and construction of a pedestrian overpass over Mission Boulevard were all approved as public improvements. Private improvements included the construction of 70,000 square feet of leasable commercial area in seven buildings. The remaining 12 acres in the southern portion of the park, which includes the subject parking lot, were retained by the City to continue to serve as a parking lot and passive-use park, which had been approved by the Commission in CDP No. 6-82-543 on January 28, 1983 and issued the following month. All conditions of CDP No. 6-86-396 were satisfied and the permit was issued to the applicant in January, 1987.

In August, 2013, the Commission approved CDP Amendment 6-86-396-A12, authorizing the construction of three rooftop decks of 2,437 square feet, 3,992 square feet, and 4,993 square feet on existing Buildings 5, 7, and 8, respectively, and remodel and addition of approximately 1,467 square feet of interior space to the athletic facility in Building 8.

For several years the Plunge pool building has been deteriorating due to age, the elements, and other factors taking their toll, with the necessary funding to implement needed repair and maintenance not always being available. In the past, temporary measures, including placing netting under the interior roof scaffolding to catch falling debris, have been implemented in order to address safety hazards, and the pool has had to be periodically closed when new hazards would arise. Eventually, the deterioration reached a point where the pool had to be closed for an extended period, and the applicant began to explore options for more permanent repair and maintenance measures.

In 2014, the applicant began to cut exploratory holes in the walls of the Plunge building to better assess its current state and the amount of repair work needed to bring the current building into compliance with safety regulations. The initial assessment from the

exploratory survey led the applicant to believe that only repair and maintenance would be needed to restore the existing Plunge building. However, once the interior paneling and sidewall were removed, the full extent of decay of the support structure was evident, and, coupled with the revelation that the roof was more corroded than originally thought, led the applicant to realize that demolition and reconstruction of the Plunge pool building was necessary. Subsequently, on January 14, 2015 the Coastal Commission approved Coastal Development Permit (CDP) No. 6-15-1251 for the demolition and reconstruction of the 48-ft. tall, 21,000 sq. ft. Plunge pool building in Belmont Park in the Mission Beach community of San Diego. That permit was approved with five special conditions, including conditions prohibiting construction staging and storage within public parking areas (Special Condition No. 2) and prohibiting construction from occurring in the summer (Special Condition No. 4) in order to limit impacts to public access and recreation.

In September 2016, the applicant informed Commission staff that after reviewing the construction methodology associated with the Plunge reconstruction (described in detail below, under Section C. Public Access), up to 134 public parking spaces in the 251-space north parking lot would be required to accommodate construction staging and storage. The applicant has also indicated that the construction schedule originally proposed consistent with the prohibition on work between Memorial Day and Labor Day might not be able to be met and that some limited work in the summer could be necessary to avoid further delays in completion of the Plunge pool building.

Mission Beach Park is bisected in such a manner that the approximately western half of the site is located within an area of the Commission's original jurisdiction and the eastern half is located within the City of San Diego's permit jurisdiction, the latter of which is also within the Commission's area of appeal jurisdiction. The Plunge pool building is located in the western half of Belmont Park, within the Commission's original jurisdiction. A portion of the north parking lot, where the construction staging and storage is proposed, is within the City's jurisdiction. The City is aware of the proposed construction staging and storage and has agreed, on the applicant's request, to the Commission processing the project as a consolidated permit. Therefore, therefore, the Chapter 3 policies of the Coastal Act are the standard of review.

## **C. PUBLIC ACCESS**

The following Coastal Act policies are most pertinent to this issue, and state in part:

Section 30210 of the Coastal Act states:

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

Section 30211 of the Coastal Act states:

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

Section 30212 of the Coastal Act states, in part:

- (a) *Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or, (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.*

[...]

- (c) *Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1 to 66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California Constitution.*

Section 30213 of the Coastal Act states, in part:

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

[...]

Section 30604 of the Coastal Act states, in part:

[...]

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

Page 12 of the Mission Beach Precise Plan, the Land Use Plan for Mission Beach, lists among its “Overall Goals:”

- *The reduction of the overall vehicular congestion existing in Mission Beach.*
- *The provision of increased parking in order to reduce the serious deficit that presently exists.*
- *The promotion of alternative forms of transportation to serve Mission Beach including mass transit, shuttle service and bicycles.*
- *The enhancement of the overall quality of the physical environment in Mission Beach.*

Mission Beach is one of the most heavily used public beach areas in the City of San Diego. The community includes a large number of beach cottages and multi-family residences, and many residents are short-term vacationers, especially during the summer. Besides the permanent and temporary residents, many of whom come from out of state, the area is also a popular day-use destination for San Diego County residents. Because people come from both within and outside the community, and much of the local population is somewhat transient, all forms of access (pedestrian, private vehicle, and public transit) should be considered in this project.

Mission Beach Park, in which Belmont Park is located, is one of the largest pieces of public land adjacent to the ocean within the urbanized part of San Diego. Belmont Park is located between the first road and the sea, with the Mission Beach Boardwalk and beach abutting the property to the west, open grassy area and public parking lots to the south and east, and visitor commercial and residential along the north. All on-site parking at Belmont Park is required by past Commission action to be maintained free of charge on a first-come, first-serve basis, regardless of whether the visitors are going to Belmont Park or the adjacent beach.

When Belmont Park was first approved by the Commission, the total number of parking spaces provided on-site was 366, located in a northern lot and an eastern lot adjacent to the Giant Dipper roller coaster within the leasehold area. However, over the years the addition of trash enclosures and dedication of parking for the adjacent life guard station reduced the total number to 321 spaces. This current supply is divided between the 251 spaces in the north lot and the 70 spaces in the east lot (the 454-space parking lot south of Belmont Park, while used by many visitors to Belmont Park, is not included in the leasehold and does not count towards any of the on-site parking supply).

Because Mission Beach is such a popular destination, even during the non-summer season, the Commission has regularly placed conditions on development within Belmont Park – including this subject development – prohibiting construction staging and storage from occupying public parking or blocking public right-of-ways. In the past this has not been an issue for the permittee due to the relatively small scale of development conducted to date (i.e. remodels, installing new carnival games, constructing roof decks, etc.). However, the reconstruction of the Plunge pool building is by far the largest development

undertaken in Belmont Park in many years, and when the applicant began preparations for the approved reconstruction, they determined that they would not be able to adhere to the staging restrictions with this project.

The applicant has submitted a description of the construction process that documents that the demolition and reconstruction of the Plunge pool building will occur in three phases, with each phase requiring different sets of actions (deconstruction, concrete pouring, assembly, hauling, etc.) and equipment (dump trucks, concrete trucks, cranes, loaders, etc.), all requiring substantial open area in which to set up and operate [Exhibit 3]. Despite its size, the interior of the Plunge building is mostly open, with a ground level pool and deck enclosed by the vaulted steel support frame and building façade. Nevertheless, the scale of the building will still require sizeable equipment to contain all the demolition detritus, pour the foundation, deconstruct the existing steel framing, construct the new steel frame, and transport and place the steel frames into place. Given the size and scale of the reconstruction activities, and the fact that the Plunge building is located in the middle of a publicly-owned commercial recreation center that is surrounded by a public park, the beach, and public parking facilities, there is no alternative nearby location for a large construction staging operation other than in the public parking lot.

The applicant has worked with Commission staff to develop a phasing plan that provides for the proposed staging area in the north parking lot to use the smallest area feasible for each respective phase of construction. Specifically, during the first phase of construction, up to 77 parking spaces would be occupied, phase 2 would occupy up to 107 parking spaces, and the third and largest phase would occupy up to 134 parking spaces for construction staging. Thus, at its peak, the development will require occupying up to 134 of the 321 public parking spaces in the north and east parking lots tied to the Belmont Park leasehold, representing a substantial percentage – 42% – of the available parking in those lots. To the south of Belmont Park is a public parking lot with 454 parking spaces that is not tied to the Belmont Park leasehold, but instead serves the general park and beach area. However, because parking is free, visitors to the area may park wherever they wish, regardless of ultimate destination. Thus, the existing south public lot is likely to be impacted during construction as well.

Because the public parking spaces in the north parking lot will be occupied by construction equipment regardless of whether development activity is occurring on the Plunge building, the applicant is proposing, and the Commission is allowing, construction work to occur on non-summer weekends and holidays (at this time, no work during the summer period is being proposed by the applicant or approved by the Commission). Furthermore, the close proximity of the staging area to the Plunge building will minimize the worker access area that the applicant will need to fence off between the two areas, allowing the public wishing to reach the beach to use alternate walking routes. The applicant has indicated that it currently has a 13-passenger shuttle van at Belmont Park that could be used to transport visitors from off-site parking lots to Belmont Park, and vice versa. Thus, the applicant is proposing, with the support of the City, to operate a shuttle program on non-summer weekends and holidays to help offset the loss of prime beach parking spaces during construction. To mitigate the impact to public access, on

non-summer weekends and holidays, when visitation is expected to be highest, the applicant will monitor the north, east, and south parking lots and once occupancy of the parking spaces not occupied by the construction staging reaches 90%, the applicant will operate the shuttle between Belmont Park and nearby off-site public parking lots in Ventura and East Bonita parking lots (Exhibit 4). While these lots are currently available for public parking, and are used by visitors to Mission Bay, they are far enough away from the beach that it is unlikely that people wishing to visit the beach, Belmont Park, or the boardwalk would park in these lots, but close enough that the travel time on the shuttle should be short, increasing its attractiveness to people wishing to use the shuttle.

Shifting some beach and Belmont visitors to public parking lots typically used by patrons of other public park facilities is clearly not without the potential to have other impacts to public access and recreation. Unfortunately, neither the applicant nor the City of San Diego has parking data that would allow the Commission to assess the extent to which the Ventura and East Bonita lots are occupied during weekend and holidays outside the summer season, and thus, whether bay visitors are likely to be displaced by people who would otherwise park at Belmont Park. Thus, the Commission must acknowledge that even with the proposed shuttle service, some adverse impacts on public access and recreation are likely to result during the 14-month Plunge construction period. However, the Plunge pool itself is also an important recreational facility, and the reconstruction will have a positive impact on public recreational opportunities. The impacts associated with construction will be temporary and have been minimized to the extent feasible with the proposed phasing and shuttle program. The information generated by the parking surveys performed by the applicant associated with the shuttle program will help advise future projects as to the usage of these public parking lots, and the viability of a shuttle program in the Mission beach area. Thus, public recreation and access will be protected and preserved.

To ensure that the public is made aware of the existence of the shuttle program, **Special Condition No. 6** requires the applicant to place signage around the park and at the off-site lot with relevant shuttle information, as well as undertake a public awareness campaign utilizing local community groups and government representatives to spread information regarding the shuttle.

Finally, the applicant is proposing to modify Special Condition No. 4 so as to allow the Executive Director to make a determination regarding the propriety of allowing some development work to occur during the summer season, if necessary. As stated above, the current construction schedule does not foresee development activity during the summer, and at this time it is not anticipated that such work will be required. Nevertheless, the reconstruction of the Plunge pool building will be a substantial development under tight scheduling limits, which has been impacted by the need to obtain this amendment. The purpose of prohibiting construction between Memorial Day and Labor Day is to maximize the amount of available public parking for visitors during the busy summer tourist season, as well as lessening the traffic pressures on the limited roads and alleys in what is the most densely developed community in the City of San Diego. However, the Commission has, under certain circumstances, allowed some construction in Mission Beach during the summer when large public works to repair or rebuild important public

amenities cannot be completed or fully suspended by the beginning of the summer season, or to avoid adverse impact from having a public facility closed for an extended period of time, as long as the work can be completed with minimal or no impacts to public access (ref. CDP Nos. 6-13-0752 Crystal Pier repair; 6-13-1359 Mission Beach Boardwalk repair and reconstruction).

While the subject applicant is a private entity operating a lease to manage Belmont Park, Belmont Park itself, as well as the land it is located on, belongs to the City of San Diego and constitutes part of the City's park and recreation system. Thus, the Plunge pool building, which has existed in various forms since 1925, operates as a quasi-public facility (members of the adjacent athletic facility utilize it, while the general public can purchase day passes for relatively low cost) that is used by many members of the public for exercise and recreation. As stated above, the Plunge pool building has been part of Belmont Park and utilized by the public for decades, and has been out of operation due to its deteriorated state for the past two years. Returning the facility to operation in a timely manner will benefit the public.

To mitigate potential impacts to public access, **Special Condition No. 2** requires the applicant to submit a construction access and staging plan to ensure that construction material and workers will adhere to approved staging plans that minimize the staging area to the smallest size feasible as delineated in Exhibit No. 3. **Special Condition No. 6** requires the permittee to operate a shuttle program pursuant to approved parameters regarding thresholds, schedule, and advertising so as to ensure that the public is aware of the shuttle's existence and are able to properly utilize it to access Belmont Park and the boardwalk. The applicant's proposal is to operate the shuttle on weekends, holidays, and local school breaks between January and May 2017, with the remaining holidays to be determined at a later date. However, due to the need to determine all dates of operation in order to properly analyze the sufficiency of the shuttle program and avoid future misunderstandings regarding its operation, the special condition goes further by specifying all the holidays that the shuttle will be required to operate so as to capture the dates of highest anticipated visitation. Finally, **Special Condition No. 4** prohibits the permittee from conducting the approved development during the busy summer tourist season between Memorial Day weekend and Labor Day, but allows for the Executive Director to permit some work upon making findings that the work will be wholly on-site and not adversely impact public access.

In summary, the Commission finds the proposed amendment will not result in significant adverse impacts to public access. The staging of construction activity in the north parking area will occur during the off-peak non-summer season and be mitigated by the free shuttle program, while alternative transportation/off-site parking will be required of construction workers or encouraged among employees of the permittee and its lessees. No work during the summer moratorium is being proposed at this time, but the proposed amendment to have the decision to allow summer work be made by the Executive Director will still require applicant agreement that all the work can be contained on-site – with no staging in the public areas – and that impacts to public access are avoided. Therefore, the Commission finds that all public access concerns associated solely with

development approved herein are adequately addressed, and that the proposed development, as conditioned, is consistent with the cited policies of the Coastal Act.

## **D. VISUAL IMPACTS**

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

In conformance with this policy, the certified Mission Beach Precise Plan states in its Community Plans Element the following goals:

*To enhance the quality of the physical environment of Mission Beach by upgrading the existing community and encouraging attractive development in the future.*

*To identify and preserve those features that are conducive to the attractiveness of Mission Beach.*

*To eliminate both visual and non-visual nuisances in Mission Beach.*

*Views to and along the shoreline for public areas shall be protected from blockage by development or vegetation.*

Page 14 of the Mission Beach Precise Plan Addendum states:

- *Views to, and along the shoreline from public areas shall be protected from blockage by development and or vegetation. This proposal is consistent with the Plan's intent to preserve and improve the physical appearance and character of the Mission Beach community.*

Belmont Park is in a visually prominent setting, located at the very heart of Mission Beach at the main intersection where the public first enters the community, within a city-owned public park that abuts the beach. The proposed construction staging and storage will be located in the western half of the north parking lot, on the south side of Ventura Place. This parking lot is bordered on the east side by the Giant Dipper rollercoaster, the remainder of Belmont Park on the south, and the 30-ft. tall lifeguard building and Mission Beach boardwalk to the west. The erection of construction fencing and placement of construction equipment within the staging area could potentially impact public views of the beach and ocean from the north parking lot. However, while someone



currently standing in the north parking lot looking west can view portions of the boardwalk, sandy beach, and ocean, the lifeguard building currently blocks the majority of the view. Furthermore, because the large Giant Dipper rollercoaster is on the east side of the parking lot, there are currently no public ocean views from the segment of Mission Boulevard to the east of Belmont Park. Thus, because the majority of the proposed construction staging and storage area will be located immediately to the east of the life guard building, the related fencing and equipment will be a short-term impact located in an area already visually impacted by existing development and thus will not have a substantial adverse impact on visual resources. Finally, the signage required by **Special Condition No. 6** to inform the public of the required shuttle program will be of sufficiently low number and small size so as to avoid adverse impacts to public views around the area. Thus, the proposed amendment can be found in conformance with the visual protection policies of Chapter 3 of the Coastal Act.

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

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

The subject site is located within the Mission Beach segment of the City of San Diego's certified LCP. The subject site is bisected in such a manner that the western half of the site is located within an area of the Commission's original jurisdiction and the eastern half is located within the City of San Diego's permit jurisdiction, the latter half of which is within the Commission's appeal jurisdiction. For this amendment, Chapter 3 of the Coastal Act is the standard of review with the certified LCP used as guidance.

The project site is currently zoned "OS" for Open Space and the plan designation is Public Park in the certified Mission Beach Precise Plan and Planned District Ordinance. According to the Mission Beach Land Use Plan (Precise Plan), where the City finds it appropriate, commercial-recreation uses can be found consistent with the park designation. Therefore, the Commission finds that approval of the amendment, as conditioned, should not result in any adverse impacts to coastal resources nor prejudice the ability of the City of San Diego to continue to implement its fully-certified LCP for the Mission Beach area.

#### **F. CALIFORNIA ENVIRONMENTAL QUALITY ACT**

Section 13096 of the Commission's Code of Regulations requires Commission approval of Coastal Development Permits to be supported by a finding showing the permit amendment, 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.

6-15-1251-A1 (Symphony Asset Pool XVI, LLC)

The City of San Diego is the lead agency for the purposes of CEQA and found the proposed development to be a statutorily exempt ministerial project under California Code of Regulations, Guideline Section 15268. The proposed amendment has been conditioned in order to be found consistent with the Chapter 3 policies of the Coastal Act. Mitigation measures, including conditions addressing final construction plans, staging and storage plans, bird-strike aversion measures, and project timing 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 amendment is the least environmentally-damaging feasible alternative and can be found consistent with the requirements of the Coastal Act to conform to CEQA.

(G:\San Diego\Reports\Amendments\2010s\6-15-1251-A1 Plunge pool building staff report.docx)

Appendix A – Conditions of Approval

Permit No. 6-15-1251

**II. 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**

1. **Final Plans.** PRIOR TO THE ISSUANCE OF THIS COASTAL DEVELOPMENT PERMIT, the applicant shall submit final project plans to the Executive Director for review and written approval. Said plans shall first be approved by the City of San Diego and be in substantial conformance with the plans dated November 13, 2015, drafted by Pacifica Enterprises and submitted to the Coastal Commission on November 19, 2015.

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

2. **Construction Staging and Storage Plan.** PRIOR TO THE ISSUANCE OF THIS COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval final construction staging and storage plans that avoid all use of public parking spaces for development work.

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

**3. Bird-Safe Building Standards.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval, final project plans for the proposed development that are in compliance with bird-safe building standards for façade treatments, landscaping, lighting, and building interiors, as follows:

- a. Untreated glass or glazing may not compromise more than 35% of a building façade.
- b. Acceptable glazing treatments include: fritting, netting, permanent stencils, frosted, non-reflective or angled glass, exterior screens, decorative latticework or grills, physical grids placed on the exterior of glazing, ultraviolet patterns visible to birds or similar treatments.
  - i. Where applicable, vertical elements within the treatment pattern should be at least 1/4" wide, at a maximum spacing of 4";
  - ii. Where applicable, horizontal elements within the treatment pattern should be at least 1/8" wide, at a maximum spacing of two inches 2"; and
  - iii. No glazing shall have a "Reflectivity Out" coefficient exceeding thirty percent (30%). That is, the fraction of radiant energy that is reflected from glass or glazed surfaces shall not exceed 30%.
- c. Building edges of exterior courtyards and recessed areas shall be clearly defined, using opaque materials and non-reflective glass.
- d. Trees and other vegetation shall be sited so as to avoid or obscure reflection on building facades.
- e. Buildings shall be designed to minimize light spillage and maximize light shielding to the maximum feasible extent according to the following standards:
  - i. Nighttime lighting shall be minimized to levels necessary to provide pedestrian security.
  - ii. Building lighting shall be shielded and directed downward.
  - iii. Up-lighting and use of event "searchlights" or spotlights is prohibited.

- iv. Landscape lighting shall be limited to low-intensity and low-wattage lights.
  - v. Red lights shall be limited to only that necessary for security and safety warning purposes.
  - f. Artificial night light from interior lighting shall be minimized through the utilization of automated on/off systems and motion detectors.
  - g. Avoid the use of “bird traps” such as glass courtyards, interior atriums, windows installed opposite each other, clear glass walls, skywalks, and transparent building corners.
4. **Timing of Development.** No development activity may occur from Memorial Day Weekend through Labor Day of any year.
5. **Parking Lot 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 north parking lot serving Belmont Park has been resurfaced and restriped so as to restore the total parking supply of the north and east parking lots to 321 parking spaces. 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.

Permit No. 6-15-1251-A1

1. [Special Condition No. 1 of CDP No. 6-15-1251 remains unchanged and in effect]
2. **Revised Construction Staging and Storage Plan.** PRIOR TO THE ISSUANCE OF THIS COASTAL DEVELOPMENT PERMIT AMENDMENT, the applicant ~~permittee~~ shall submit to the Executive Director for review and written approval final construction staging and storage plans that ~~avoid all use of public parking spaces for development work~~ substantially conform to the plans submitted by Symphony Asset Pool XVI, LLC on November 3, 2016 and attached as Exhibit No. 3 of this staff report, but revised to include the following:
  - D. Each phase of construction may not occupy more public parking than is shown by the marked areas in Exhibit No. 3. Phase 1 of construction may not occupy more than 77 parking spaces; phase 2 may not occupy more than 107 parking spaces, and phase 3 may not occupy more than 134 parking spaces.
  - E. Construction workers shall be prohibited from parking within the north, east, or southern parking lots adjacent to Belmont Park.

- F. Belmont Park tenants and their employees shall be informed of the construction staging and encouraged to not park in the north, east, or southern parking lots adjacent to Belmont Park.

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

3. [Special Condition No. 3 of CDP No. 6-15-1251 remains unchanged and in effect]
4. **Timing of Development.** ~~No development activity may occur between Memorial Day and Labor Day of any year.~~

PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval, a construction phasing plan which indicates that all or substantially all construction activities will be suspended during the peak summer season (Memorial Day to Labor Day), as well as indicates that the proposed temporary unloading area in the south parking lot will not be closed off to pedestrian traffic except during active unloading, and then only if necessary to ensure public safety.

If any work is later proposed between Memorial Day and Labor Day, a detailed construction activity plan shall be submitted that includes the following requirements for all work during that period:

- (a) A schedule of proposed construction and an estimate of the number of vehicles/workers required at the site during each phase of construction.
- (b) A written statement indicating that all deliveries to and from the project site shall occur before 12:00 PM and avoid blocking the flow of public traffic.
- (c) Construction staging and storage, including worker parking, may not be sited on nor impact public areas, including pedestrian walkways and all public parking areas, and all construction activity must be contained within the footprint of the Plunge building.
- (d) A written statement indicating that the applicant agrees to stop work from Memorial Day to Labor Day if it is infeasible to contain the construction activities within the footprint of the Plunge building for any reason. All work must stop regardless of the stage of development and the state of the project site.
- (e). If submitted plans indicate that construction activities, materials, or equipment cannot be contained within the footprint of the Plunge building

at any point from Memorial Day to Labor Day, and thus must be suspended until after Labor Day, the construction schedule shall indicate how the applicant has prepared to weatherproof, secure, and otherwise protect the construction site in sufficient time to suspend activities by Memorial Day weekend. Visual impacts of construction site protection shall be minimized to the extent feasible.

(f). The applicant shall submit evidence that the approved construction schedule has been incorporated into construction documents to ensure that contractors are fully aware of the restriction on work from Memorial Day through Labor Day.

The applicant's property will be inspected on or about the week of July 10<sup>th</sup> to confirm compliance with the requirements of the development moratorium. Nothing in this CDP is intended to limit in any way the right of entry or inspection that the Commission, or any agency, may otherwise have by operation of any law, and in addition to the inspection date noted herein, monitoring of condition compliance by Commission staff may occur at any time necessary to ensure compliance with the CDP.

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

5. [Special Condition No. 5 of CDP No. 6-15-1251 remains unchanged and in effect]

6. **Revised Shuttle Program.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT AMENDMENT, , the permittee shall submit to the Executive Director for review and written approval a final shuttle program that substantially conforms to the plans submitted by Symphony Asset Pool XVI, LLC on November 3, 2016 and attached as Exhibit No. 4 of this staff report, but revised to include the following:.

(e) The shuttle service shall operate according to the following schedule:

- i. Every Saturday and Sunday from January 7, 2017 to project completion, excepting the summer season between Memorial Day and Labor Day, when no staging or storage may occur in public parking areas.
- ii. The shuttle service shall also operate during the following holidays of any year: New Year's Day, Martin Luther King Day, Presidents' Day, Veterans' Day, Thanksgiving Day, and Christmas Day. Should any of the above holidays occur on a weekend, the shuttle shall operate on the related weekday holiday.

- iii. The shuttle service shall also operate during the following school holiday periods: spring break for the University of San Diego, the San Diego Unified School District, and San Diego State University, as well as Easter Break for the University of San Diego.
  - iv. The shuttle service shall operate during park operating hours of each of the days listed above. Should the park not be operating during any of the above holidays, the hours shall be 11:00 AM until 8:00 PM.
- (f) During the days in which the shuttle program operates, the applicant shall monitor parking lot usage of the north, east, and southern parking lots adjacent to Belmont Park. When 90% of the total available spaces of all three lots (576 spaces out of 641 spaces not occupied by construction staging and storage) are occupied, the shuttle program shall be initiated and begin services within 30 minutes according to the route and off-site parking locations as shown on Exhibit 4, and shall continue service so long as the lots are at least 90% occupied. The applicant shall conduct a survey documenting the dates the shuttle was initiated, the number of hours the shuttle operated for each of those days initiated, and the number of passengers transported, to be submitted to the Executive Director at the completion of construction activities.
- (g) By January 7, 2017, the permittee shall implement the following measures to inform the public of the existence of the approved shuttle program:
- i. Update Belmont Park's website and related social media pages to advertise the existence and parameters of the shuttle program to the public.
  - ii. Inform the Mission Beach Town Council, Mission Beach Precise Planning Board, and Mission Beach Women's Club of the existence and parameters of the shuttle program.
  - iii. E-mail Belmont Park's database of nearly 36,000 subscribers informing them of the existence and parameters of the shuttle program.
  - iv. Purchase advertising in the Mission Beach Bay & Press's January editions explaining the existence and parameters of the shuttle program.
  - v. Contact the office of San Diego City Councilwoman Lori Zapf with a form letter or e-mail to send to her constituents explaining the existence and parameters of the shuttle program.
- (h) By January 7, 2017, the permittee shall implement the following signage plan to inform and direct the public regarding the approved shuttle program:



- i. Permanent signs of no less than 24 inches by 18 inches shall be installed on poles of at least 6 feet in length at each vehicular entrance to the north and east parking lots adjacent to Belmont Park and at every southern pedestrian entrance to Belmont Park. The signs shall advertise the existence of the shuttle program, the shuttle's operating parameters, and the location of the pick-up and drop-off sites.
- ii. A portable sign (e.g. sandwich board) of no less than 24 inches by 36 inches identifying the location of the shuttle drop-off/pick-up area shall be placed within the east parking lot adjacent to Belmont Park whenever the shuttle is in operation. Signs shall be placed as required for the duration of the construction period, and shall state that the shuttle service is available as needed according to the parking demands.
- iii. At least one portable sign (e.g. sandwich board) of no less than 24 inches by 36 inches identifying the location of all the shuttle drop-off/pick-up area shall be placed within each off-site lot as shown in in Exhibit No. 4 whenever the shuttle is in operation. Signs shall be placed as required for the duration of the construction period, and shall state that the shuttle service is available as needed according to parking demands.

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

Appendix B – Substantive File Documents

- Mission Beach Precise Plan

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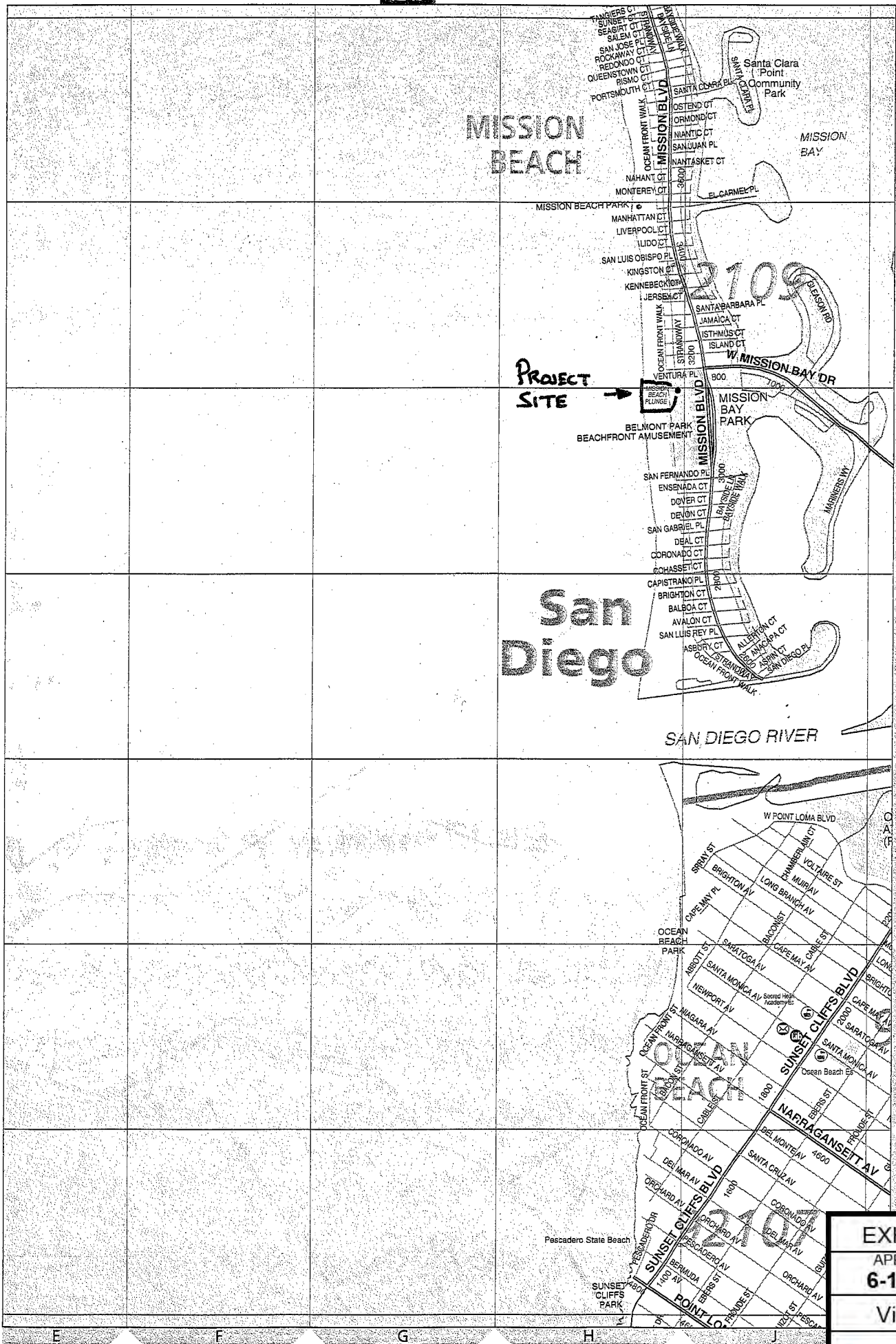
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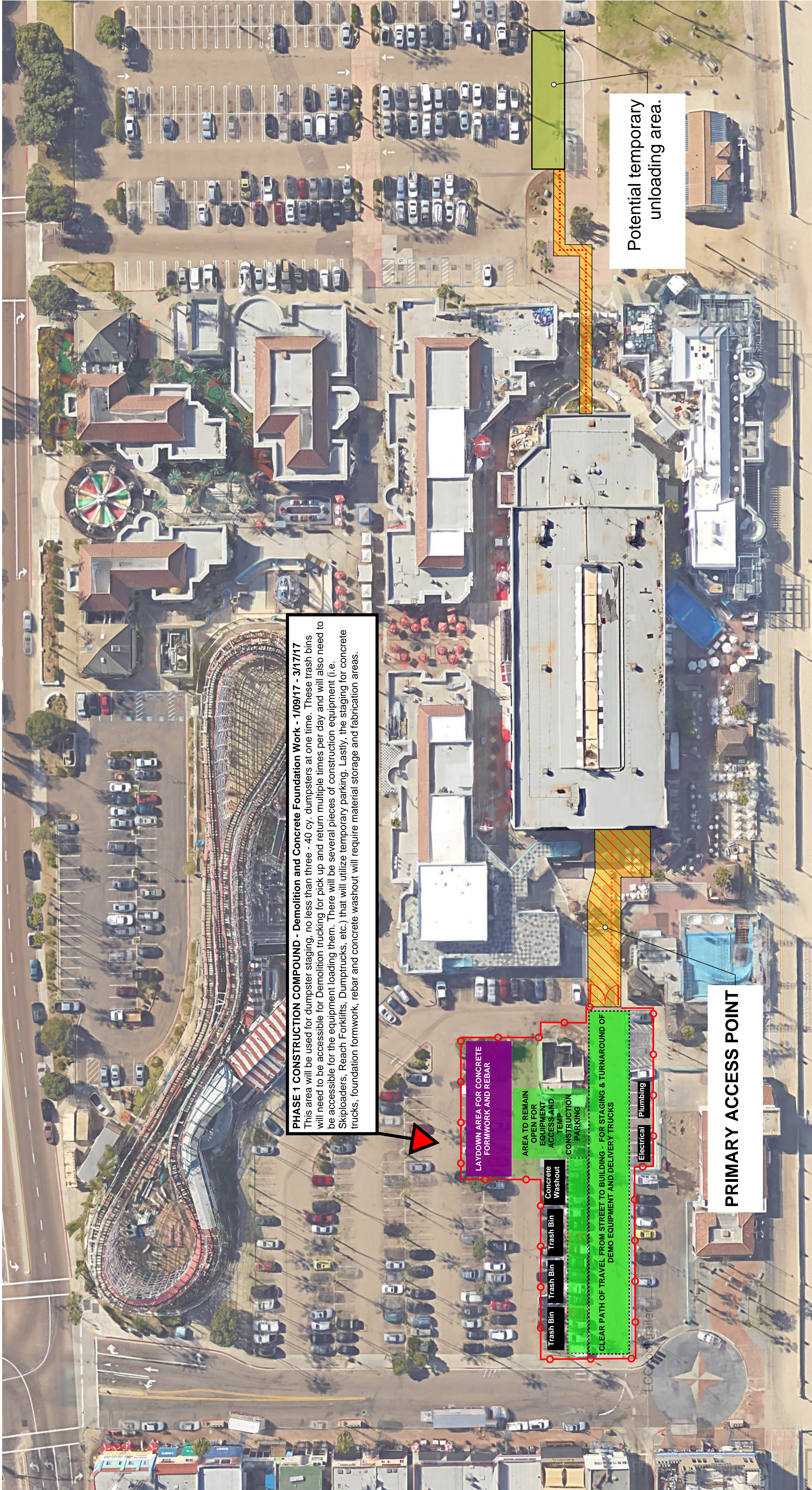
EXHIBIT NO. 1  
APPLICATION NO.  
**6-15-1251-A1**  
Vicinity Map



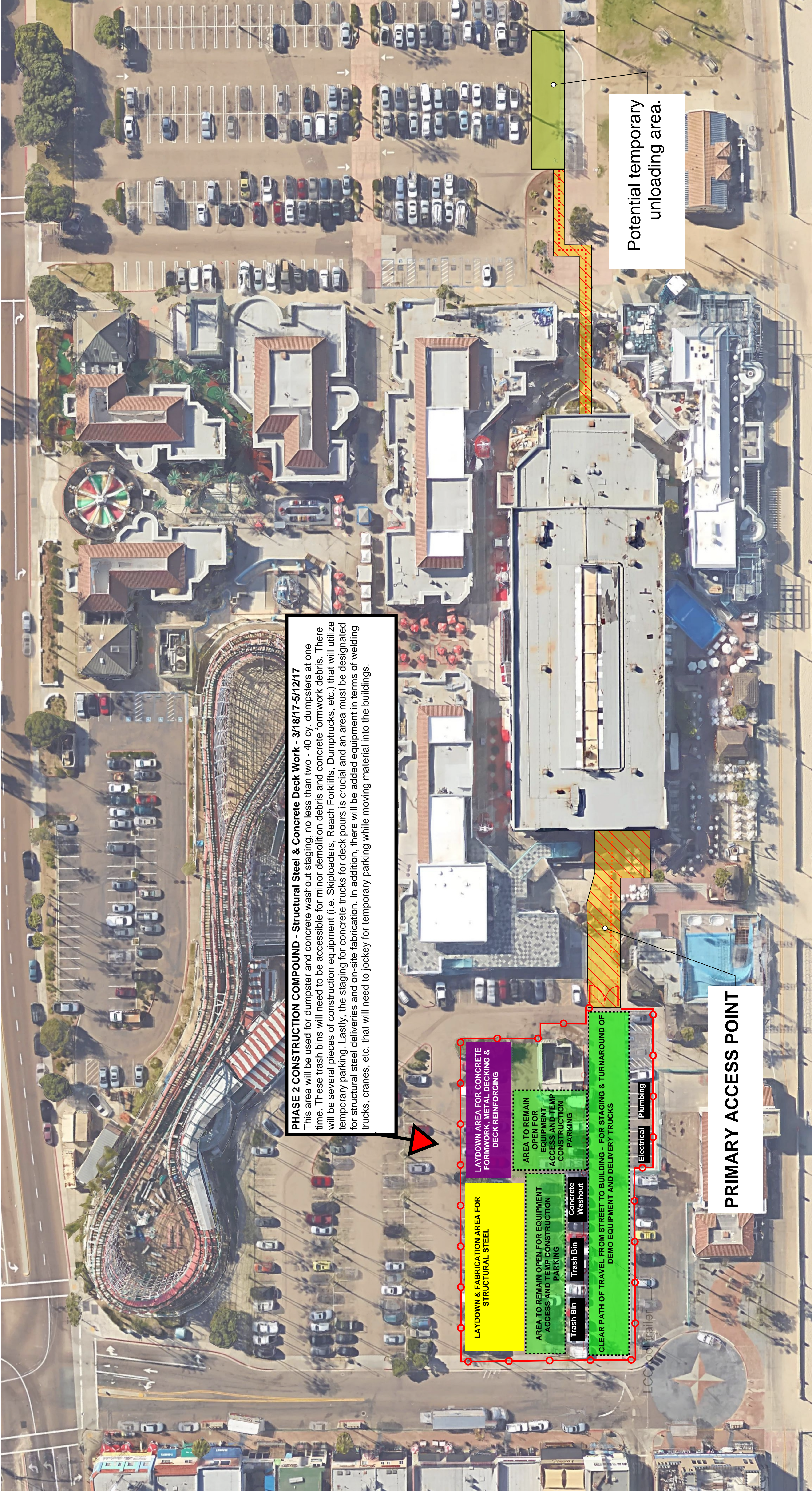




THE PLUNGE  
Site Utilization Plan  
PHASE 1

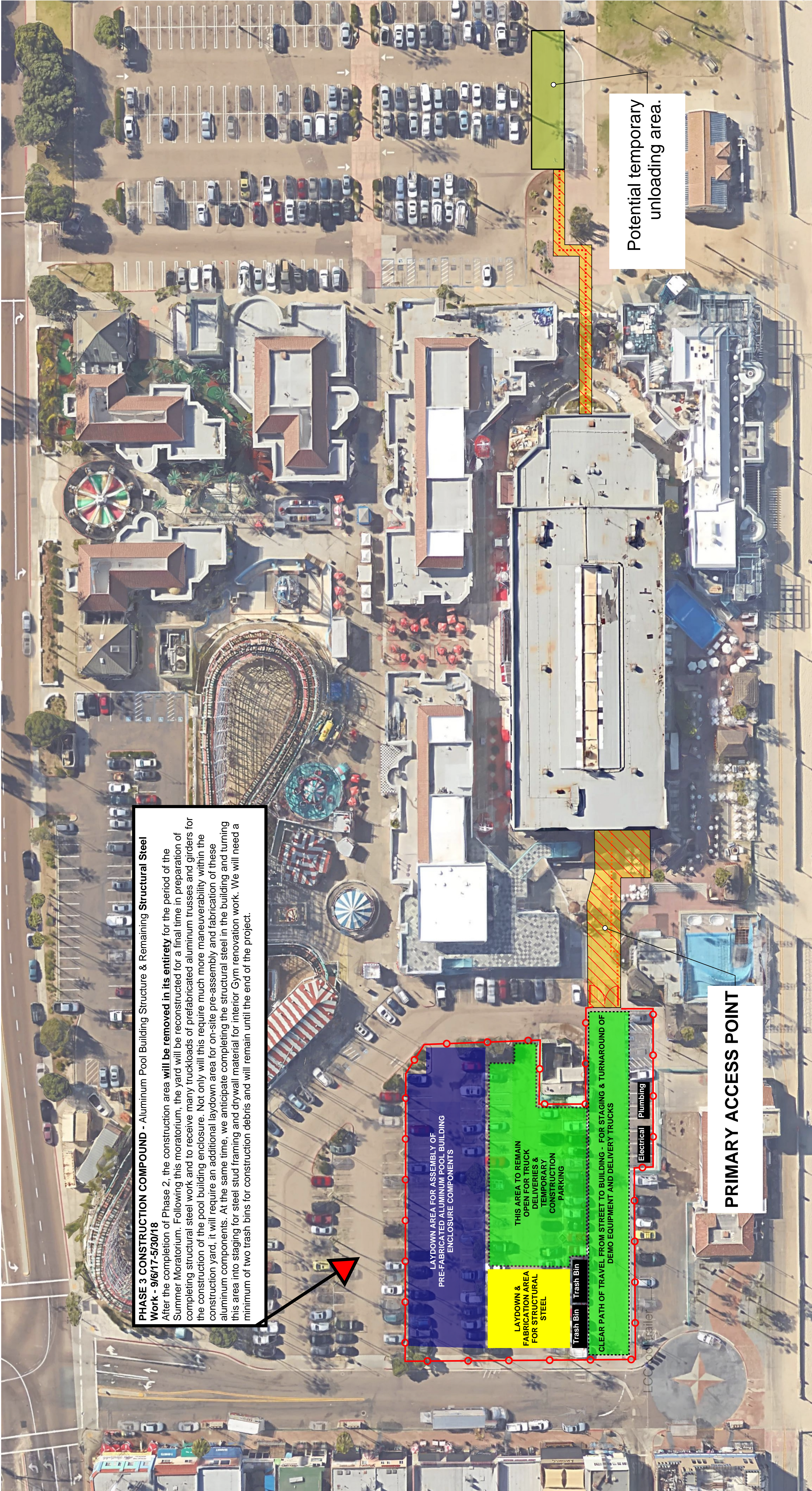








THE PLUNGE  
Site Utilization Plan  
PHASE 3





# Plunge Reconstruction Project Belmont Park Parking Loss Mitigation Plan

INTENT: SATISFY PERMIT SPECIAL CONDITION #2 IN CDP 6-15-1251

## Project Overview

Through a public-private partnership with the City of San Diego, Pacifica Enterprises (Pacifica) is proposing to rebuild the existing Plunge swimming pool and the facility that houses this civic asset. The entire facility is owned by the City of San Diego, and Pacifica is the lease holder. Construction is anticipated to last approximately two years, given that construction activity is not allowed during the summer months.

The only viable location to stage heavy equipment and materials necessary during construction is in the North Belmont Park parking lot. This will require the temporary loss of 134 parking spaces (see attached site plan). In an effort to minimize the impact of the loss of these parking spaces during construction on the Plunge and to satisfy permit special condition #2 in Coastal Development Permit 6-15-1251, the following plan has been developed.

## Overall Approach

Pacifica plans to implement a series of mitigation measures during construction to offset the loss of the 134 parking spaces in the North lot. Those measures include:

- A. Requiring construction workers to park off-site during construction;
- B. Encouraging Park employees and Park tenant employees to park off-site during construction;
- C. Implementing a shuttle service when the North, South and East lots are 90 percent full on days when visitor traffic to Belmont Park is expected to be heavier than usual;
- D. Notifying the local community and frequent Park visitors about the temporary parking plan; and
- E. Implementing an onsite wayfinding signage and notification plan.

Specific details about how each of these mitigation measures will be implemented is outlined below.

### A. Requiring construction workers to park off-site during construction

Pacifica will work with its contractor, Lusardi Construction, to require all construction workers to Park off-site (not in the North, South or East lots) at all times during construction. Workers will either be required to park their vehicles in lots within walking distance of the site or they will be shuttled in daily from a remote location. Pacifica will notify its contractor via email and in person of this temporary requirement within seven days of satisfying permit special condition #2.

### B. Encouraging Park employees and Park tenant employees to park off-site during construction

Pacifica will encourage Belmont Park/Pacifica employees and Park tenant employees to park their vehicles off-site (not in the North, South or East lots) during construction. Pacifica will communicate the o





## Exhibit B

parking recommendation to employees via email and in person within seven days of satisfying permit special condition #2.

### C. Implementing a shuttle service when the North, South and East lots are collectively 90 percent full on days when traffic to Belmont Park is expected to be heavier than usual

On days expected to drive heavier-than-usual traffic to Belmont Park during construction, Pacifica will run a parking shuttle service to and from the East Bonita and Ventura parking lots on West Mission Bay Drive to the East parking lot at Belmont Park. Pick up and drop off at Belmont Park will be in the East lot just under the Coaster. Days when the shuttle may run January 2017 through May 2017 include the following.

- Every Saturday and Sunday from January 7 to May 27
- January 16 – Martin Luther King Jr. Day
- February 20 – Presidents' Day
- March 6-10 – Spring Break for University of San Diego
- March 27-31 – Spring Break for San Diego Unified School District and San Diego State University
- April 13-17 – Easter Break for University of San Diego

The schedule will evolve to include additional dates for September 2017 through May 2018 (outside the summer construction moratorium) to include key school breaks, holidays and special events in the area.

Pacifica will employ an onsite parking monitor during Park operating hours on the dates listed above who will trigger the shuttle service when the North, South and East lots reach 90 percent capacity (in total). Pacifica's 13-passenger shuttle van will be housed onsite at all times so the system can be up and running within 30 minutes. This will allow the shuttle service to be fully operational before the Belmont Park adjacent lots become completely full.

In total, there are 775 spaces among the North (251), East (70), and South (454) lots. With 134 spaces needed for construction staging in the North lot, there will be 641 remaining spaces available for public parking in lots adjacent to Belmont Park. When 576 of those 641 spaces are occupied on the days outlined above, the shuttle service will be initiated and it will travel the loop identified in the attached map. It will run continuously as long as the North, South and East lots are collectively at or above 90 percent capacity. The shuttle van will be cleaned weekly and will undergo regular maintenance checks to ensure superior quality and safe service.

### D. Notifying the local community and frequent Park visitors about the temporary parking plan

Pacifica will work closely with the City of San Diego and the Mission Beach community to "get the word out" about the temporary parking replacement and shuttle plan. Pacifica will also communicate with its frequent Park visitors and guests. The following outreach actions will be taken:

- Updating the Belmont Park website and social media platforms (Facebook, Instagram and Twitter with combined following of 35,000) by January 7
- Notifying the Mission Beach Town Council, Mission Beach Precise Planning Board and Mission Beach Women's Club by January 7
- Emailing Belmont Park's database of nearly 36,000 subscribers by January 7

## Exhibit B

- Advertising in the Mission Beach Bay & Press newspaper in January
- Working with San Diego City Councilmember Lorie Zapf to notify her constituents via her email network

### E. Implementing an on-site wayfinding signage plan

Pacifica will implement an on-site wayfinding signage plan to help guests understand how the shuttle works when in operation. This includes the following signage assets:

- On-site wayfinding signage in Belmont Park's adjacent (North, East and South) parking lots referencing additional parking and shuttle service availability in East Bonita and Ventura lots
- On-site place-making signage at Belmont Park for shuttle stop in East lot
- On-site signage in East Bonita and Ventura parking lots to provide wayfinding and shuttle stop place-making support

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# TEMPORARY REPLACEMENT PARKING PLAN FOR BELMONT PARK

