#### **CALIFORNIA COASTAL COMMISSION**

SAN DIEGO DISTRICT OFFICE 7575 METROPOLITAN DRIVE, SUITE 103 SAN DIEGO, CA 92108-4402 VOICE (619) 767-2370 FAX (619) 767-2384



## Th<sub>16</sub>a

6-22-0078 (Del Mar Paid Parking) February 9, 2023

**CORRESPONDENCE** 

#### Item Th16a: Paid Parking CDP #6-22-0078 - City of Del Mar Requested Edits for Addendum

Thank you for meeting to discuss the initial CCC staff recommendation. As discussed, the City is requesting incorporation of amendments in order to establish a more reasonable monitoring and reporting condition that better aligns with the Coastal Act and certified Del Mar LCP.

The existing paid parking is only a fraction of the overall parking capacity currently provided, which is primarily free parking. Paid parking was implemented through prior CDPs in select areas that are prime coastal access locations. It is a necessary to ensure coastal access in these highly desired parking locations by ensuring the parking is not permanently occupied by single users (i.e., business and residents) at the expense of the greater public. One exception is the existing paid parking located along Via de La Valle (114 spaces), which is less critical to protect as demonstrated by lower usage patterns. As indicated below, the City would be willing to convert these spaces back to free parking as a step towards agreement.

We appreciate your consideration of the following changes to Condition 3 (Monitoring and Reporting):

- 1) Reduce the number of required years of monitoring and reporting from 5 years down to 2 years.
- 2) Reduce the number of areas where data collection/reporting will be required by removing free parking areas #1-7 (located in the City of Solana Beach) from the list where monitoring is required (report section 3(a)(iii)(B)).
- 3) Reduce the number of parking counts taken on required days from 6-7, down to 3, which would be at 10am, 1pm, and 4pm.

In exchange, as a concession, the City would agree to remove the paid parking meters applicable to 114 paid parking spaces located on the south side of Via de la Valle and return those spaces to free parking. The City recommends that the 38 spaces located closest to Camino del Mar and existing public coastal access remain paid parking spaces to ensure these spaces remain available for public access and are not permanently occupied by residents and businesses (i.e., Brigantine restaurant) in the vicinity. It is important to note that the prior monitoring reports and records of increasing numbers of coastal visitors in Del Mar have demonstrated that the City's paid parking locations are not an impediment to coastal access.

#### Following is a strikeout-underline of the draft condition to facilitate your review of the City's request:

- 3. Parking Monitoring and Reporting Plan.
  - a. PRIOR TO THE ISSUANCE OF THIS COASTAL DEVELOPMENT PERMIT, the applicant shall submit for review and written approval of the Executive Director, a Parking Monitoring and Reporting Plan. The monitoring plan shall include, but not be limited to, the following:
    - i. A discussion of the goals and objectives of the plan, which shall include an understanding of if and when parking fees are affecting the public's use of available paid and free parking;
    - ii. Monitoring shall be conducted and data collected for the first two years of throughout the five-year permit term;
    - iii. Monitoring and data collection shall occur along the following areas, as shown in Exhibit Nos. 1 and 3 attached to this staff report and described below:
      - A. Proposed paid parking areas:
        - 1. Via de la Valle (south side, Jimmy Durante to Camino del Mar);
        - 2. Border Avenue (south side);

- Camino del Mar ("North", east and west sides, Via de la Valle to San Dieguito River Bridge);
- 4. 29th Street (north side);
- 5. 17th Street (north side of parking lot behind lifeguard tower);
- 6. Coast Boulevard (east and west sides, 17th Street to 15th Street); and
- 7. Camino del Mar ("South", west side; approximately 1,000 ft. stretch north of intersection with Carmel Valley Rd.).
- 8. Trailhead Lot (northwest of the intersection of Jimmy Durante Boulevard and San Dieguito Drive)
- B. Free public parking on the following streets:
  - 1. Solana Circle (between Via de la Valle and East/West Solana Circle);
  - 2. South Cedros Avenue (between Via de la Valle and Cofair Ave),
  - 3. Highway 101 (1,000 feet north of Via de la Valle),
  - 4. North side of Via de la Valle (between Solana Gate and Highway 101),
  - 5. North side of Border Avenue,
  - 6. South Sierra Avenue (between Border Avenue and Del Mar Shores Terrace),

#### 7. Del Mar Shores Terrace.

- 8. Camino del Mar (between the San Dieguito River mouth and 25th Street),
- 9. 28th Street,
- 10. 27th Street,
- 11. 26th Street,
- 12. 25th Street,
- 13. 19th Street,
- 14. 18th Street,
- 15. Santa Fe Avenue (between 19th Street and 18th Street),
- 16. 15th Street (between Coast Boulevard and Camino del Mar),
- 17. Coast Boulevard (between 19th Street and 17th Street),
- 18. Stratford Court (between 15th Street and 13th Street), and
- 19. Ocean Avenue (between 15th Street and 13th Street)
- iv. Monitoring and data collection shall occur as follows:
  - A. For the paid parking areas listed in subsection 3(a)(iii)(A): one Friday, Saturday, and Sunday of each month.
  - B. For the Trailhead Lot: Monitoring shall be consistent with section (a) above and, to the extent feasible, shall take place on an equal amount of days with and without events taking place at the Del Mar Fairgrounds.
  - C. For the free public parking located on the streets listed in subsection 3(a)(iii)(B) above: one Friday, Saturday, and Sunday of the months of March, June, August, and December. This monitoring of free parking shall occur on the same days that monitoring of the paid parking areas occurs.

#### v. Monitoring shall consist of:

- A. For the paid parking areas listed in subsection 3(a)(iii)(A): Counts shall be taken each hour starting at 10:00 AM, 1:00 PM, and ending at 4:00 PM. For the free public parking located on the streets listed in subsection 3(a)(iii)(B) above: Counts shall be taken every other hour starting at 10:00 AM, 1:00 PM, and ending at 4:00 PM.
- B. 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.
- C. Documentation of percentage occupancy and turnover rates in the paid parking areas and in the free public parking on the streets listed in subsections 3(a)(iii)(A) and 3(a)(iii)(B) above.

- D. Documentation of type and duration of all events taking place at the Del Mar Fairgrounds on days of monitoring.
- E. Hourly parking fee at the time of monitoring; and
- F. Quantity and type of any parking violations issued.
- b. By January 31 of each year, the applicant shall submit, for the review and written approval of the Executive Director, a written monitoring report for the previous calendar year that is in compliance with the following:
  - i. Each report shall include all measurements and data collected in conformance with the approved Monitoring Plan.
  - ii. All reports shall include both narrative and illustrative (e.g., tables, graphs) comparisons of the paid and free parking usage, explanations of any noteworthy events that may have impacted parking, and details related to yearly trends with supportive documentation. Annual reports shall include occupancy and turnover data presented graphically for each of the proposed parking areas and shall compare usage within the paid parking areas and the free public parking areas.
  - iii. Annual reports shall also include a 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.
  - iv. Annual reports shall include an assessment of the overall effect of the pay parking program and its related expenditures on beach access, parking, and overall beach management and public recreation.

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.

September 15, 2022

Mr. Tim Thiele, PE, QSD
City Engineer | Michael Baker International
City of Del Mar
1050 Camino Del Mar
Del Mar, CA 92014

Subject: Parking Study for the Camino Del Mar Bridge Replacement Project

Dear Mr. Thiele:

This letter presents the results of a parking study conducted by HELIX Environmental Planning, Inc. (HELIX) for the proposed Camino Del Mar Bridge Replacement project (project) located in the City of Del Mar (City), San Diego County, California (refer to Attachment A, *Project Location*).

#### INTRODUCTION

#### **Background and Existing Conditions**

The proposed project involves demolition of the existing Camino del Mar Bridge No. 57C-0209 and replacement with a new bridge, as well as the north and south existing roadway connections to the Camino del Mar roadway. The project is estimated to be constructed over 36 months using five construction stages: site preparation, east-side bridge replacement, west-side bridge replacement, closure of the center median, and final improvements. Travel lanes along Camino del Mar, including vehicle, pedestrian, and bicycle lanes, would be shifted from one side to the other as the bridge is replaced. Bridge demolition and replacement would occur on one half of the bridge at a time, beginning with the east side (Stage 2, lagoon side) followed by the west side (Stage 3, ocean side). During the demolition and replacement of each side of the bridge, the opposite side would be used to re-route both lanes of traffic.

During Stages 2 and 3, a maximum of 55 existing parking spaces would be temporarily removed along Camino Del Mar to accommodate construction activities (refer to Attachment B, *Kleinfelder Parking Study*, dated July 15, 2021). Visitors to the beaches and recreational amenities near the bridge typically park at striped parking spaces north and south of the bridge along both sides of Camino del Mar and along side streets. The temporary parking loss has the potential to affect recreational users accessing the adjacent Del Mar Beach by vehicle and attempting to park on Camino del Mar.

There are approximately 140 existing parking spaces available north and south of the bridge along Camino del Mar within the project study area; parking is not allowed on the bridge. Where parking is allowed, some spaces are metered, with ability to "pay as you go," or purchase an all-day pass from the "pay and display" boxes. Beyond 29th Street and to the south, parking is unmetered (free) on both sides of Camino del Mar. The temporary loss of parking during construction would comprise 39 percent of available parking along Camino del Mar within the project study area (55 out of 140 spaces).

Free and paid parking also is available in proximity to the project along Border Avenue, South Sierra Avenue, and Via de la Valle, as well as north of Via de la Valle where Camino Del Mar transitions to Highway 101 in the City of Solana Beach. The closest public parking lots are located north of the project

in Solana Beach along South Sierra Avenue. Four lots provide a total of 83 parking spaces within an approximately 0.3- to 0.6-mile walking distance to the northern entrance to Del Mar Beach, and within an approximately 0.6- to 0.8-mile walking distance to the southern entrance to Del Mar Beach.

#### **Purpose and Goals**

#### Purpose

This parking study has been conducted to support the Temporary Occupancy Determination for the Section 4(f) analysis conducted for the project. A *temporary occupancy* of a Section 4(f) resource, defined as a property warranting protection under the provisions of 49 United States Code 303, occurs when the property is not permanently incorporated into a transportation facility, but there is a temporary occupancy of property that is considered adverse in terms of the preservationist purposes of the Section 4(f) statute.

Section 23 CFR 774.13(d) provides the conditions under which "temporary occupancies of land...are so minimal as to not constitute a use within the meaning of Section 4(f)." A temporary occupancy of property does not constitute a use of a Section 4(f) resource when all of the following conditions are satisfied:

- Duration of occupancy must be of temporary (i.e., shorter than the period of construction) and must not involve a change in ownership of the property.
- Scope of work must be minor, with only minimal changes to both the nature and magnitude of the protected resource.
- There must be no anticipated permanent adverse physical impacts on the protected resource or temporary or permanent interference with activities or purpose of the resource, on either a temporary or permanent basis.
- The property being used must be fully restored to a condition that is at least as good as existed prior to the proposed action.
- There must be documented agreement of the appropriate officials having jurisdiction over the resource regarding the above conditions.

If one or more of the conditions for the exception cannot be met, then the Section 4(f) property is considered a use by the project even though the duration of on-site activities is temporary.

The purpose of this parking study is to document the existing parking availability within the project vicinity in order to support a temporary occupancy determination that the temporary loss of parking during project construction would not adversely affect the activities, features, or attributes qualifying the adjacent Del Mar Beach for protection under Section 4(f).

Goals

The goals of the study are as follows:

- 1. Quantify parking utilization along Border Avenue, Del Mar Shores Terrace, South Sierra Avenue, and Via de la Valle on a typical weekday, Saturday, and Sunday.
- 2. Obtain data during the hours of 10:00 am, 1:00 pm, and 4:00 pm to record daily parking utilization.
- 3. Demonstrate adequate parking availability within one mile of the Camino Del Mar Bridge to make a Temporary Occupancy Determination for the temporary loss of up to 55 parking spaces during construction of the replacement bridge.

#### **METHODOLOGY**

The parking study area is identified on the field maps provided in Attachment C, Additional NEPA Parking Study, May 2022 Field Maps. The parking study area included segments of Boarder Avenue, South Sierra Avenue, and Via de la Valle within one mile of the project site. Parking spaces along the segments of Camino del Mar outside of the temporary parking impact area were not included in the study area, as it would be assumed that these parking spaces would be utilized to full capacity during construction due to the proximity to Del Mar Beach access.

Each roadway segment within the study area was numbered and the total existing available parking spaces was estimated using aerial imagery and preliminary field review. Parallel parking spaces were estimated using a standard length of 20 feet. The available parking counts took into consideration diagonal parking, driveways, red and white curb markings, and other parking restrictions, where applicable. Parking spaces are identified as paid, free, and free time limited (i.e., two-hour parking). Four free public parking lots located off South Sierra Avenue within the City of Solana Beach are also included within the study area for informational purposes.

In order to document the parking availability over a variety of days and potential parking occupancy scenarios, the parking survey was scheduled to be conducted during one weekday, one Saturday, and one Sunday, not on consecutive days. An initial site visit was conducted on May 6, 2022 to define the survey area and refine the field maps. Data collection occurred on Saturday, May 14; Friday, May 20; and Sunday, May 22, 2022. Surveyors utilized the field maps (Attachment C) to count the number of cars parked within each segment and record their observations from 10:00 to 11:00 am, 1:00 to 2:00 pm, and 4:00 to 5:00 pm for each day of the survey. Time-stamped photographs were taken to document parking utilization at each segment and parking lot within the parking study during each observation time. A selection of photos from four segments and two parking lots is provided in Attachment D, *Select Site Photos*. All photos have been provided to the City and Caltrans as part of the administrative record for the project.

#### **RESULTS**

#### **Existing Parking Utilization**

A total of 469 existing parking spaces were estimated within the parking study area. The total number of parking spaces used within each segment, parking lot, and the study area overall is identified for each survey day and time period in the tables below. In some cases, the total number of parking spaces available for a segment or parking lot was more than estimated, based on (1) availability of handicapped parking within the parking lots, and (2) cars using less than the estimated 20 feet per parking space used to estimate parking availability. These are indicated by an asterisk (\*) in the tables below.

Table 1
Camino Del Mar Parking Study Data - Saturday, May 14, 2022

	Via De La Valle								
Commont	Fulation	10:00 !!=:::			Natas				
Segment	Existing	10:00 Hour	1:00 Hour	4:00 Hour	Notes				
V1	10	9	9	8					
V2	13	0	13	6					
V3	32	12	23	22					
V4	50	0	31	13					
V5	22	8	7	7					
V6	21	0	0	0					
V7	15	1	5	3					
V8	27	0	0	0					
V9	28	2	1	1					
V10	41	0	1	2					
Total Occupied	259	26	28	27					
_	T =			r Avenue					
Segment	Existing	10:00 Hour	1:00 Hour	4:00 Hour	Notes				
B1	11	10	10	11					
B2	12	6	12	11					
Total Occupied	23	16	22	22					
				ra Avenue					
Segment	Existing	10:00 Hour	1:00 Hour	4:00 Hour	Notes				
					Two small cranes and one bulldozer taking				
S1	31	26	29	28	up approximately four spaces on the west				
					side of the street. Counted as one.				
S2	18	13	24*	18					
S3	36	22	32	31					
P1	18	11	18	13					
P2	20	12	21*	20					
P3	19	15	17	19					
P4	26	15	28*	24					
D1	19	19	19	20*					
Total Occupied	187	133	188	173					
Study Area	469	181	300	257					
Total Occupied	703			237					
Study Area	469	288	169	212					
Total Available									
Percent Utilized	_	39%	64%	55%	d parking spaces due to (1) qualibrility of				

In some locations, additional cars were counted above the total estimated parking spaces due to (1) availability of handicapped parking within the parking lots (e.g., P2 and P4), and (2) cars using less than the estimated 20 feet per parking space used to estimate parking availability (e.g., D1, S2).

Table 2
Camino Del Mar Parking Study Data - Friday, May 20, 2022

Via De La Valle									
Segment	Existing	10:00 Hour	1:00 Hour	4:00 Hour	Notes				
V1	10	9	10	10					
V2	13	0	0	2					
V3	32	7	9	5					
V4	50	2	1	0					
V5	22	4	4	5					
V6	21	0	0	0					
V7	15	3	1	0					
V8	27	0	0	0					
V9	28	1	3	5	Construction on the Corner of Via de la Valle and Jimmy Durante Blvd, one worker truck parked in the spaces; construction was over by 4pm.				
V10	41	0	0	0					
Total Occupied	259	26	28	27					
			Border	Avenue					
Segment	Existing	10:00 Hour	1:00 Hour	4:00 Hour	Notes				
B1	11	5	8	8					
B2	12	0	0	0					
Total Occupied	23	5	8	8					
			S. Sierra	a Avenue					
Segment	Existing	10:00 Hour	1:00 Hour	4:00 Hour	Notes				
S1	31	11	13	11	Two small cranes and one bulldozer taking up approximately four spaces on the west side of the street. Counted as one.				
S2	18	9	11	12					
S3	36	28	28	21					
P1	18	8	9	4					
P2	20	5	6	2					
Р3	19	2	1	1					
P4	26	8	6	0					
D1	19	14	16	13					
Total Occupied	187	85	90	64					
Study Area Total Occupied	469	116	126	99					
Study Area Total Available	469	353	343	370					
Percent Utilized	_	25%	27%	21%					

Table 3
Camino Del Mar Parking Study Data - Sunday, May 22, 2022

			Via De	La Valle	
Segment	Existing	10:00 Hour	1:00 Hour	4:00 Hour	Notes
V1	10	10	10	10	
V2	13	1	4	2	
V3	32	6	7	11	
V4	50	0	0	0	
V5	22	5	10	6	
V6	21	0	0	0	
V7	15	4	0	1	
V8	27	0	0	0	
V9	28	1	0	7	
V10	41	0	0	0	
Total Occupied	259	27	31	37	
			Border	Avenue	
Segment	Existing	10:00 Hour	1:00 Hour	4:00 Hour	Notes
B1	11	8	11	9	
B2	12	4	11	3	
Total Occupied	23	12	22	12	
				a Avenue	
Segment	Existing	10:00 Hour	1:00 Hour	4:00 Hour	Notes
					Two small cranes and one bulldozer taking
S1	31	24	26	26	up approximately four spaces on the west
					side of the street. Counted as one.
S2	18	11	25*	20*	
S3	36	29	34	34	
P1	18	9	11	10	
P2	20	4	8	8	
P3	19	7	7	9	
P4	26	14	27*	27*	
D1	19	20*	16	19	
Total Occupied	187	117	153	152	
Study Area	469	156	206	201	
Total Occupied	703	130	200	201	
Study Area Total Available	469	313	263	268	
Percent Utilized	_	33%	44%	43%	

<sup>\*</sup> In some locations, additional cars were counted above the total estimated parking spaces due to (1) availability of handicapped parking within the parking lots (e.g., P4), and (2) cars using less than the estimated 20 feet per parking space used to estimate parking availability (e.g., D1, S2).

#### **Support for Temporary Occupancy Determination**

As shown in Tables 1 through 3, the maximum utilization during the three-day survey occurred on Saturday, May 14, during the 1:00 pm hour, when approximately 300 out of 469 existing estimated spaces were occupied. This accounts for 65 percent of the total available parking spaces within one mile of the project site. The majority of the other surveyed days and times had substantially fewer spaces

occupied, ranging from 55 percent during the 4:00 pm hour on Saturday, May 14, down to 21 percent during the 4:00 pm hour on Friday, May 20.

In order to determine whether there is adequate parking available to accommodate the anticipated project loss of 55 parking spaces during Stages 2 and 3 of construction, the project would require a minimum of 55 spaces to be unoccupied within the study area. As shown in Tables 1 through 3, adequate parking spaces would be available within approximately one mile of the project site to accommodate the loss.

Furthermore, the project proposes a temporary drop-off/pick-up area at the intersection of Border Avenue and South Sierra Avenue that would be implemented during project construction. A conceptual design is provided in Attachment E, *Temporary Drop-off/Pick-up Area*. This area would allow beach goers (e.g., volleyball court users, people who may drop off and park farther away, etc.) to be dropped off and picked up in a dedicated loading zone area at sidewalk curbside within 0.2 mile (approximately 1,000 feet) of the northern entrance to Del Mar Beach. The temporary drop-off/pick-up area may be accessed from both westbound Border Avenue and southbound South Sierra Avenue. Up to two parking spaces also are shown in the conceptual design that, if approved, would allow short-term parking at the dedicated drop-off/pick-up area.

#### **CONCLUSION**

This parking study was conducted to quantify the existing parking availability within the project vicinity throughout the day on an average weekday, Saturday, and Sunday. As demonstrated in the enclosed survey data, adequate parking spaces would be available within the parking study area to accommodate the anticipated loss of 55 parking spaces during Stages 2 and 3 of project construction. The parking study supports a temporary occupancy determination that the temporary loss of parking during project construction would not adversely affect the activities, features, or attributes qualifying the adjacent Del Mar Beach for protection under Section 4(f), since adequate temporary replacement parking is available within one mile of the project. Please contact me at (619) 462-1515 or <a href="VanessaB@helixepi.com">VanessaB@helixepi.com</a> if you have questions.

Sincerely,

Vanessa Toscano

**Environmental Planning Group Manager** 

HELIX Environmental Planning, Inc.

Warressa Toscano

#### **Enclosures**:

Attachment A Project Location

Attachment B Kleinfelder Parking Study

Attachment C Additional NEPA Parking Study, May 2022 Field Maps

Attachment D Select Site Photos

Attachment E Temporary Drop-off/Pick-up Area

## Attachment A

Project Location





## Attachment B

Kleinfelder Parking Study

# PARKING STUDY 7.15.21

**EXISTING PARKING** = 140 PARKING SPACES

**PERMANENT PARKING LOSS** = 4 PARKING SPACES

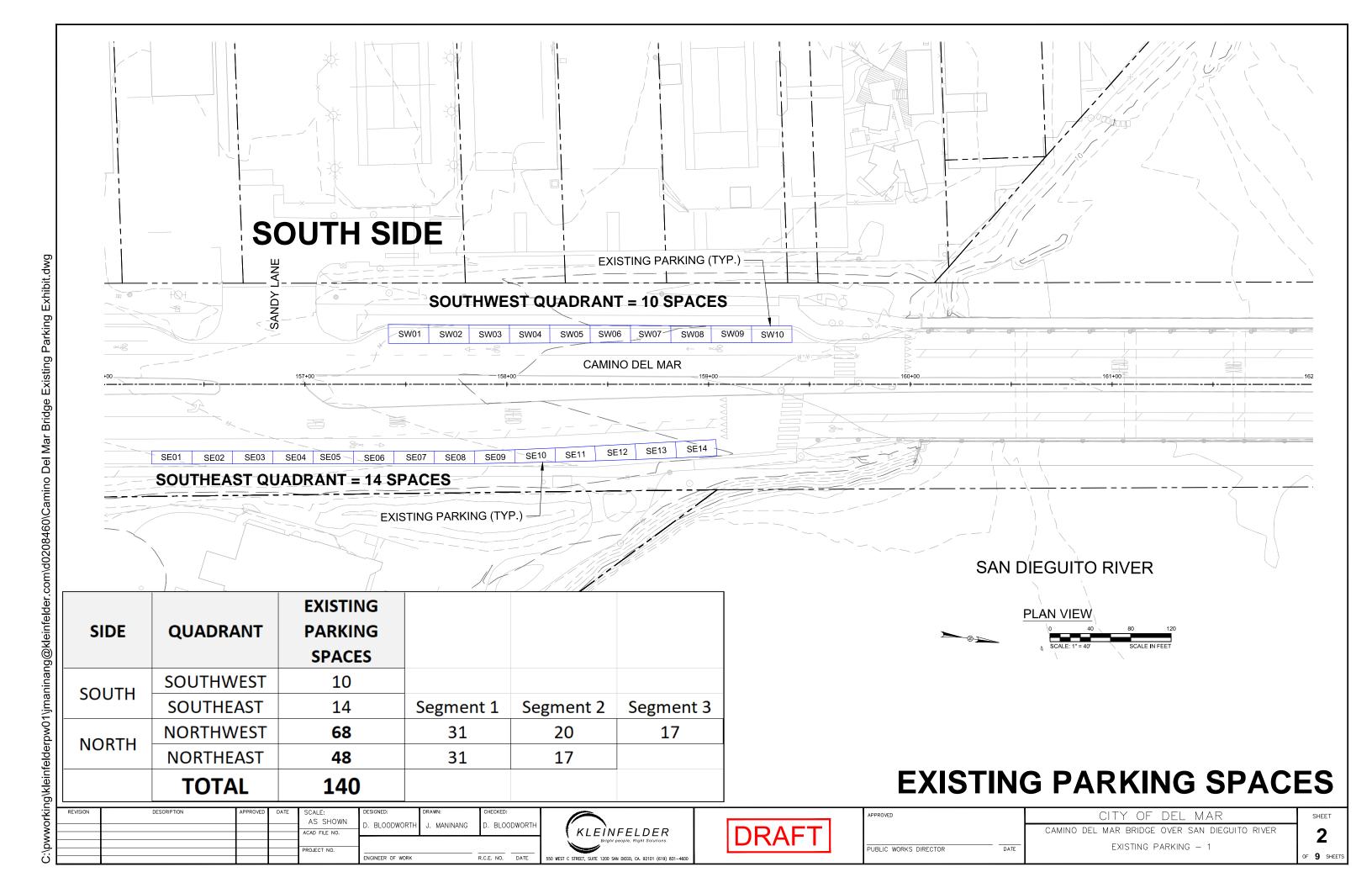
TEMPORARY PARKING LOSS
STAGE 1 = 1 PARKING SPACE
STAGE 2 & 3 = 60 PARKING SPACES
STAGE 4 & 5 = 0 PARKING SPACES

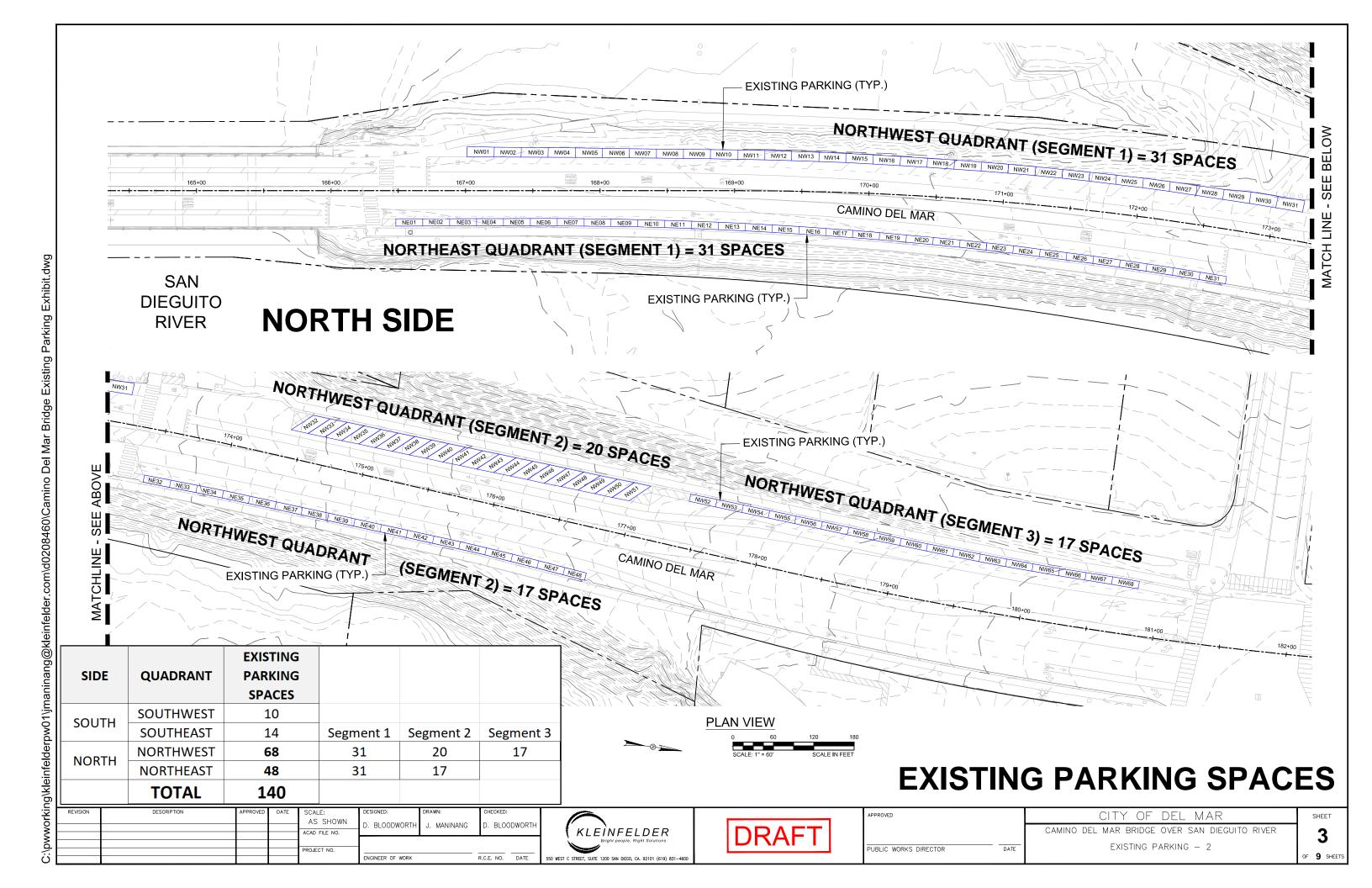
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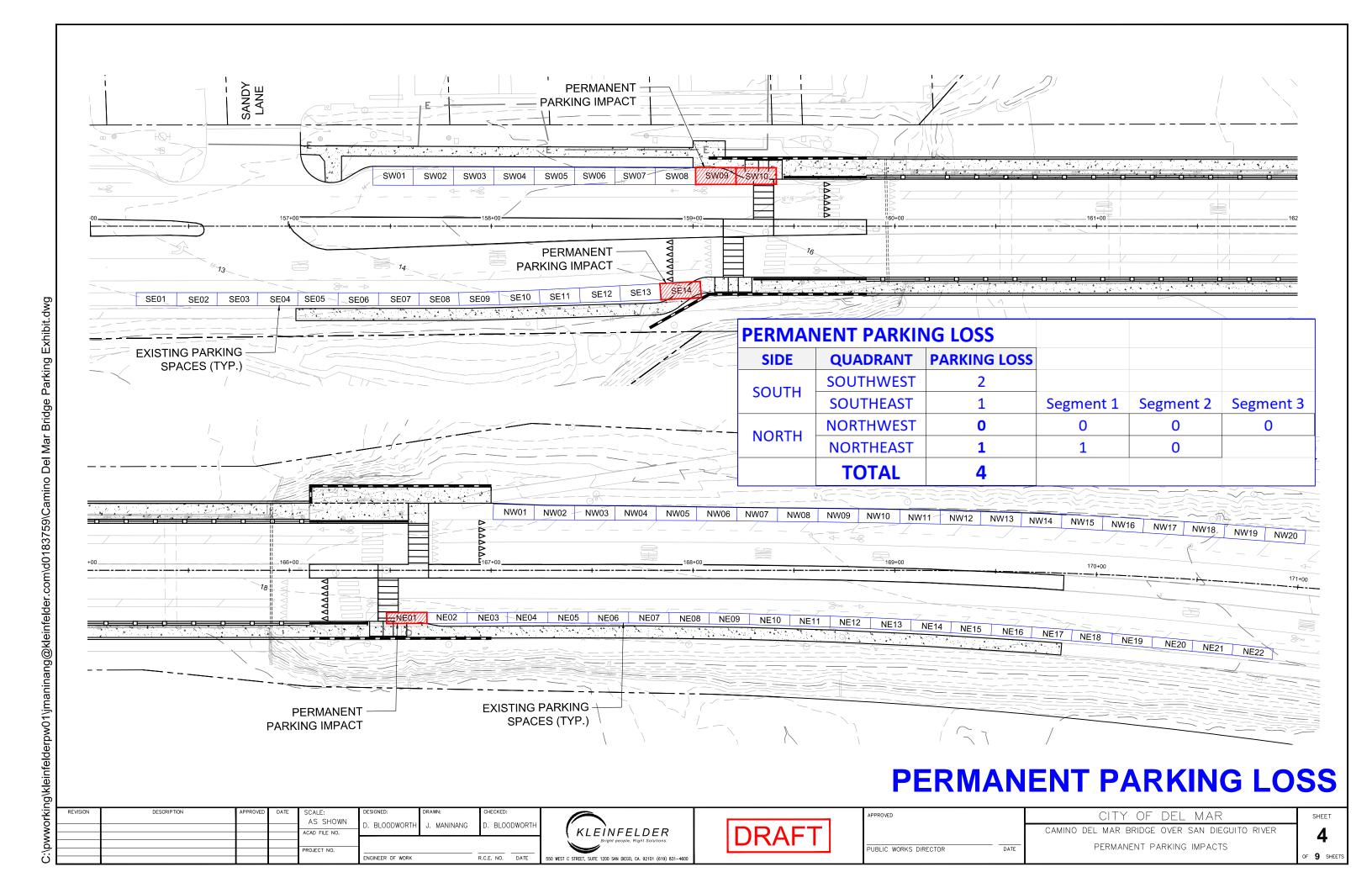




PPROVED	L	CITY OF DEL MAR	
		CAMINO DEL MAR BRIDGE OVER SAN DIEGUITO RIVER	
JBLIC WORKS DIRECTOR D	ATE	PARKING STUDY 7.15.21	







TEMPOF	RARY PARKIN	IG LOSS - STA	AGE 1		
SIDE	QUADRANT	PARKING LOSS			
SOUTH	SOUTHWEST	0			
300111	SOUTHEAST	1	Segment 1	Segment 2	Segment 3
NODTU	NORTHWEST	0	0	0	0
NORTH	NORTHEAST	0	0	0	
	TOTAL	1			
TEMPOF	RARY PARKIN	IG LOSS - STA	AGE 2		
SIDE	QUADRANT	<b>PARKING LOSS</b>			
SOUTH	SOUTHWEST	10			
300111	SOUTHEAST	13	Segment 1	Segment 2	Segment 3
NORTH	NORTHWEST	15	15	0	0
NONTH	NORTHEAST	22	22	0	
	TOTAL	60			
<b>TEMPOF</b>	RARY PARKIN	IG LOSS - STA	AGE 3		
SIDE	QUADRANT	<b>PARKING LOSS</b>			
COLITH	SOUTHWEST	10			
SOUTH	SOUTHEAST	13	Segment 1	Segment 2	Segment 3
NORTH	NORTHWEST	15	15	0	0
NONIA	NORTHEAST	22	22	0	
	TOTAL	60			

TEMPOF	RARY PARKIN	IG LOSS - STA	AGE 4		
SIDE	QUADRANT	<b>PARKING LOSS</b>			
SOUTH	SOUTHWEST	0			
300111	SOUTHEAST	0	Segment 1	Segment 2	Segment 3
NORTH	NORTHWEST	0	0	0	0
NONTH	NORTHEAST	0	0	0	
	TOTAL	0			
TEMPOR	RARY PARKIN	IG LOSS - STA	AGE 5		
SIDE	QUADRANT	<b>PARKING LOSS</b>			
SOUTH	SOUTHWEST	0			
300111	SOUTHEAST	0	Segment 1	Segment 2	Segment 3
NODTU	NORTHWEST	0	0	0	0
NORTH	NORTHEAST	0	0	0	
	TOTAL	0			

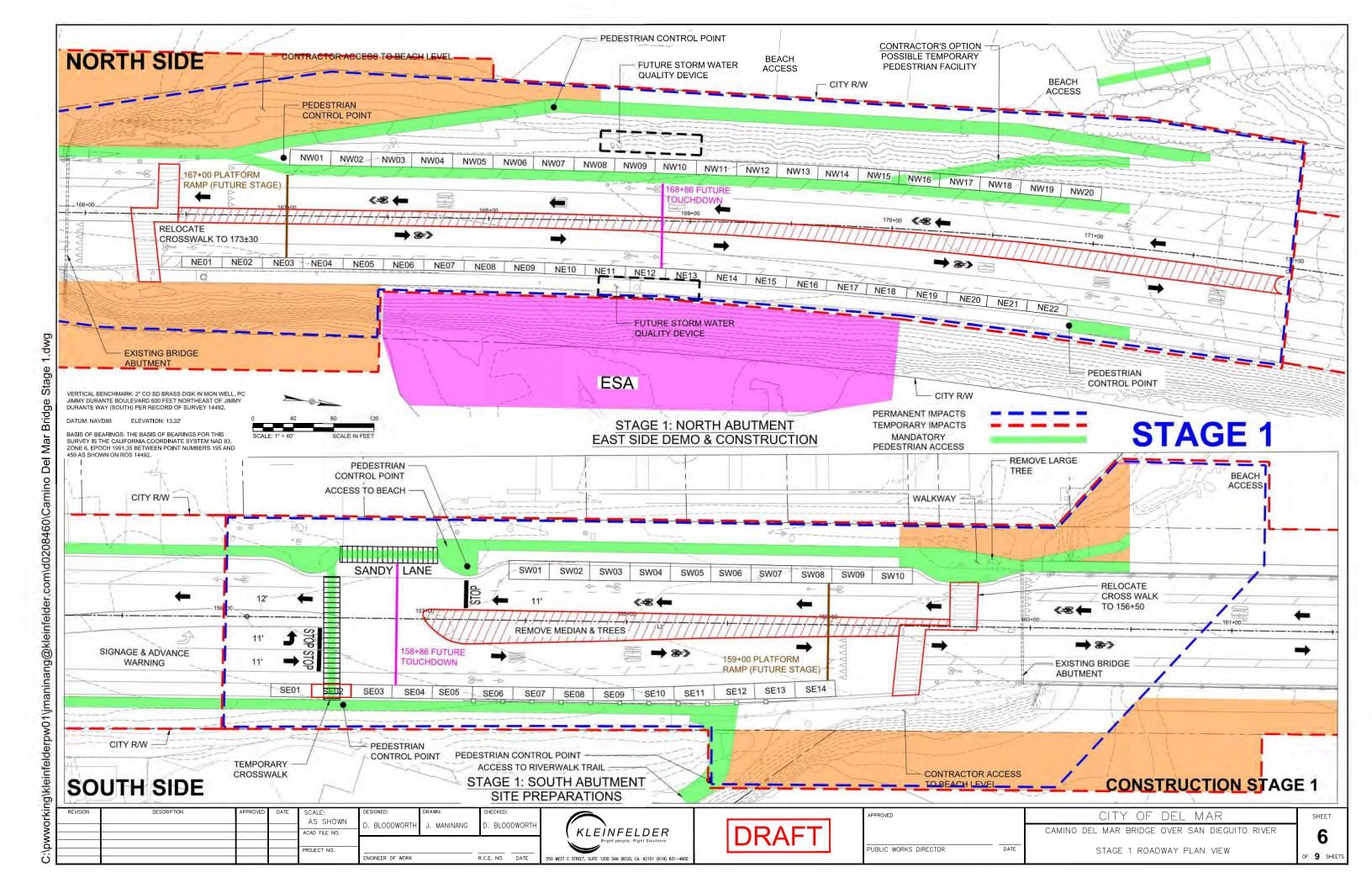
## **TEMPORARY PARKING LOSS**

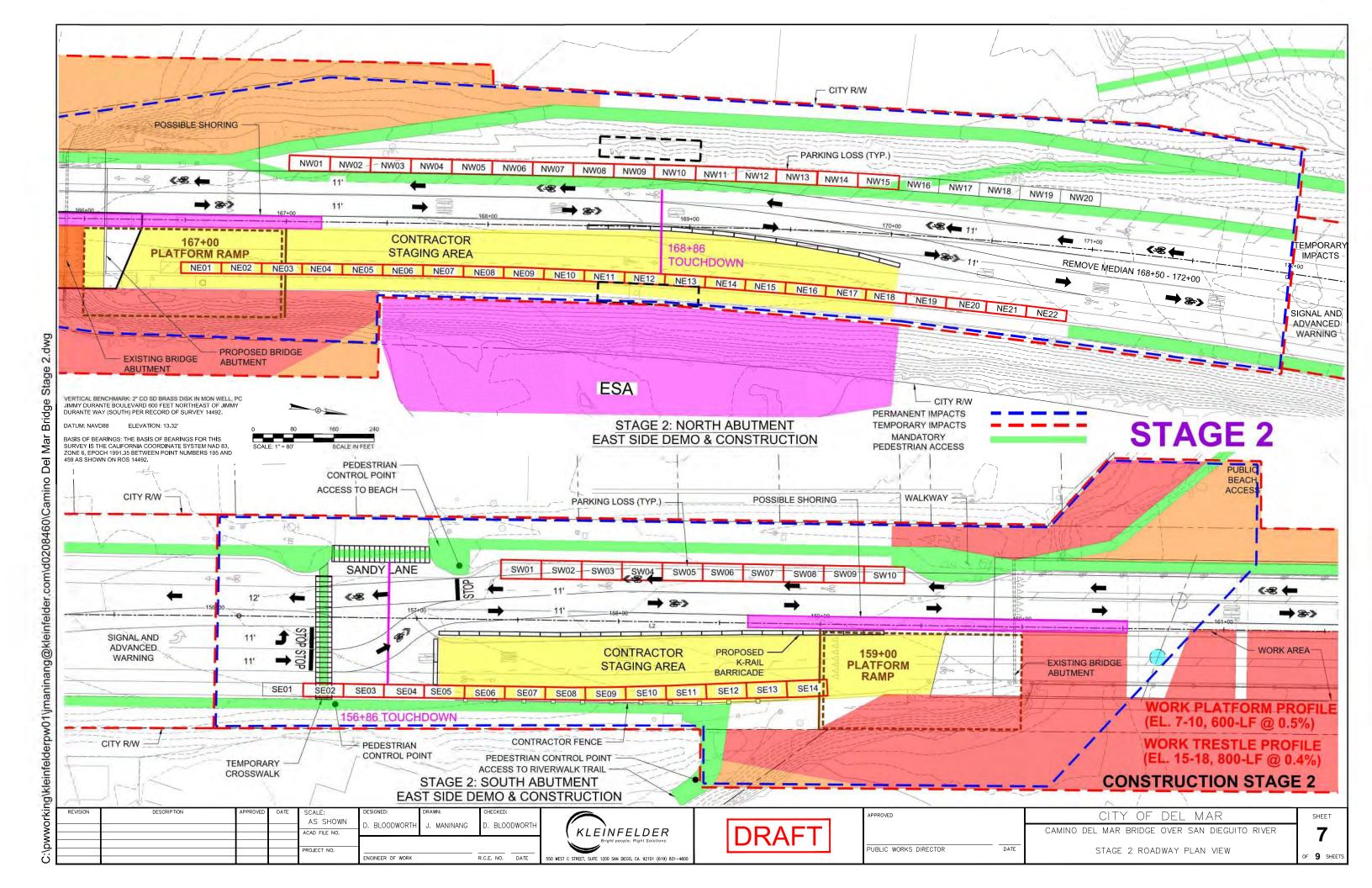
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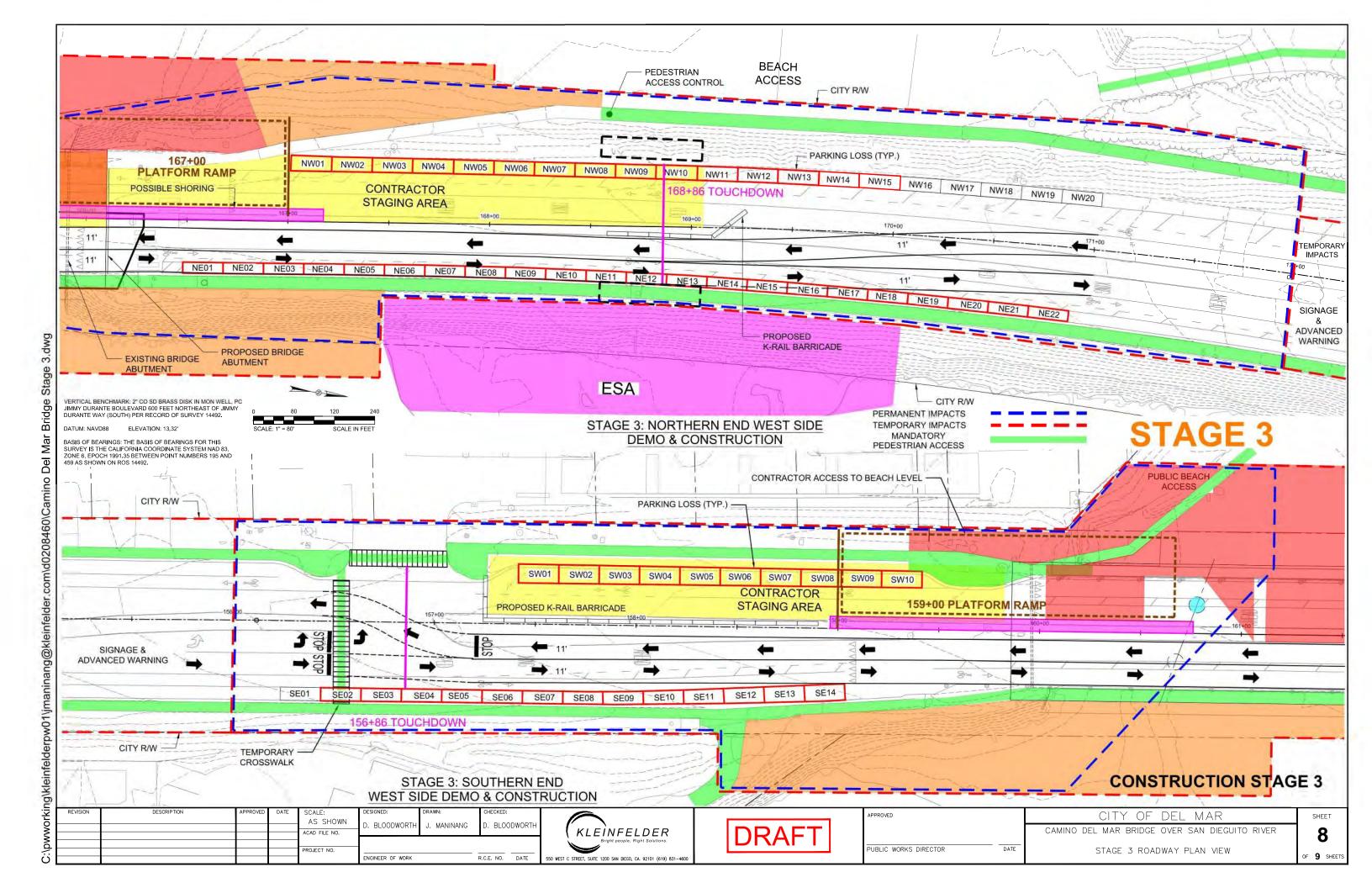


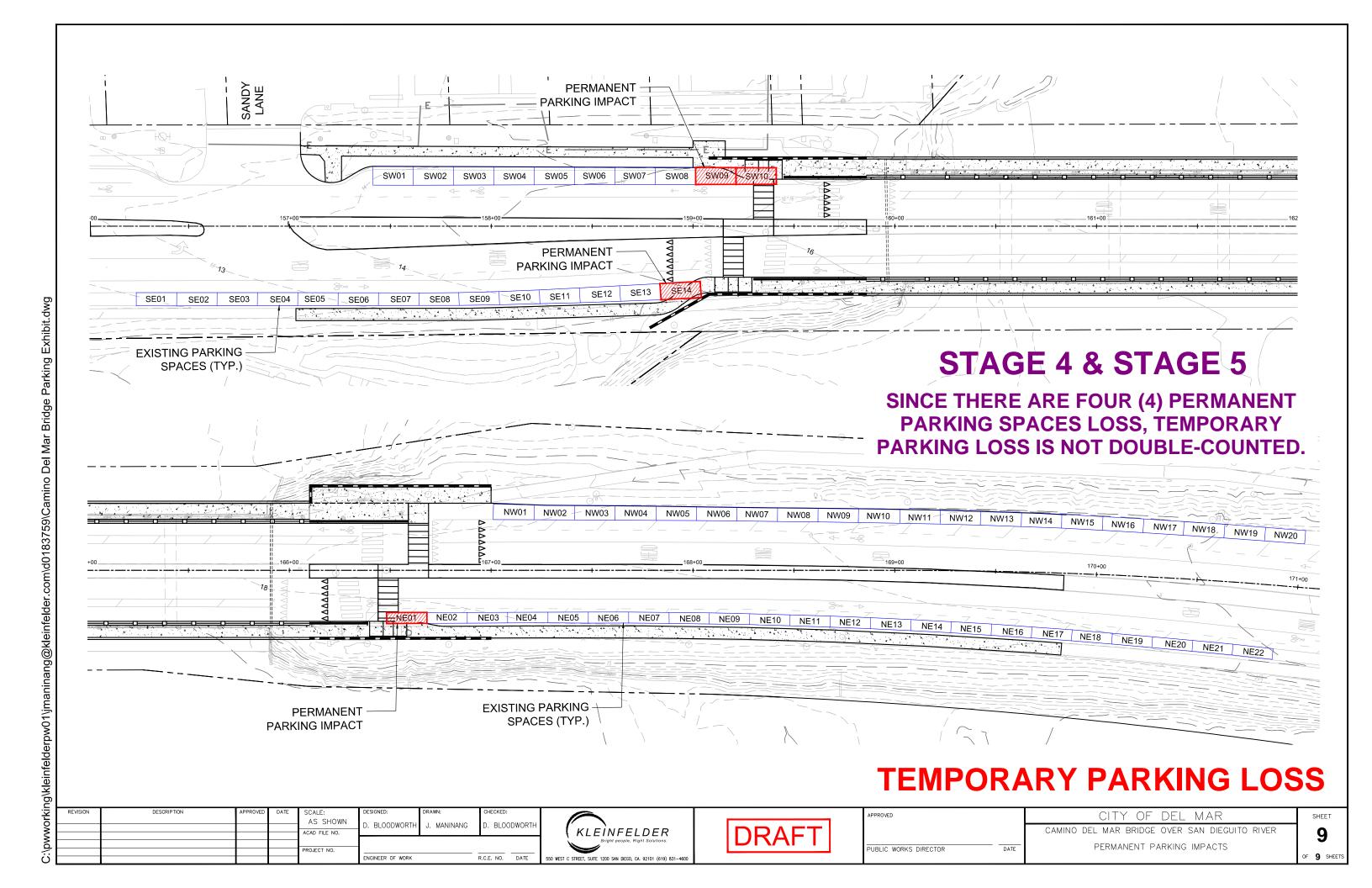


APPROVED	CITY OF DEL MAR
	CAMINO DEL MAR BRIDGE OVER SAN DIEGUITO RIVER
PUBLIC WORKS DIRECTOR DATE	TEMPORARY PARKING LOSS



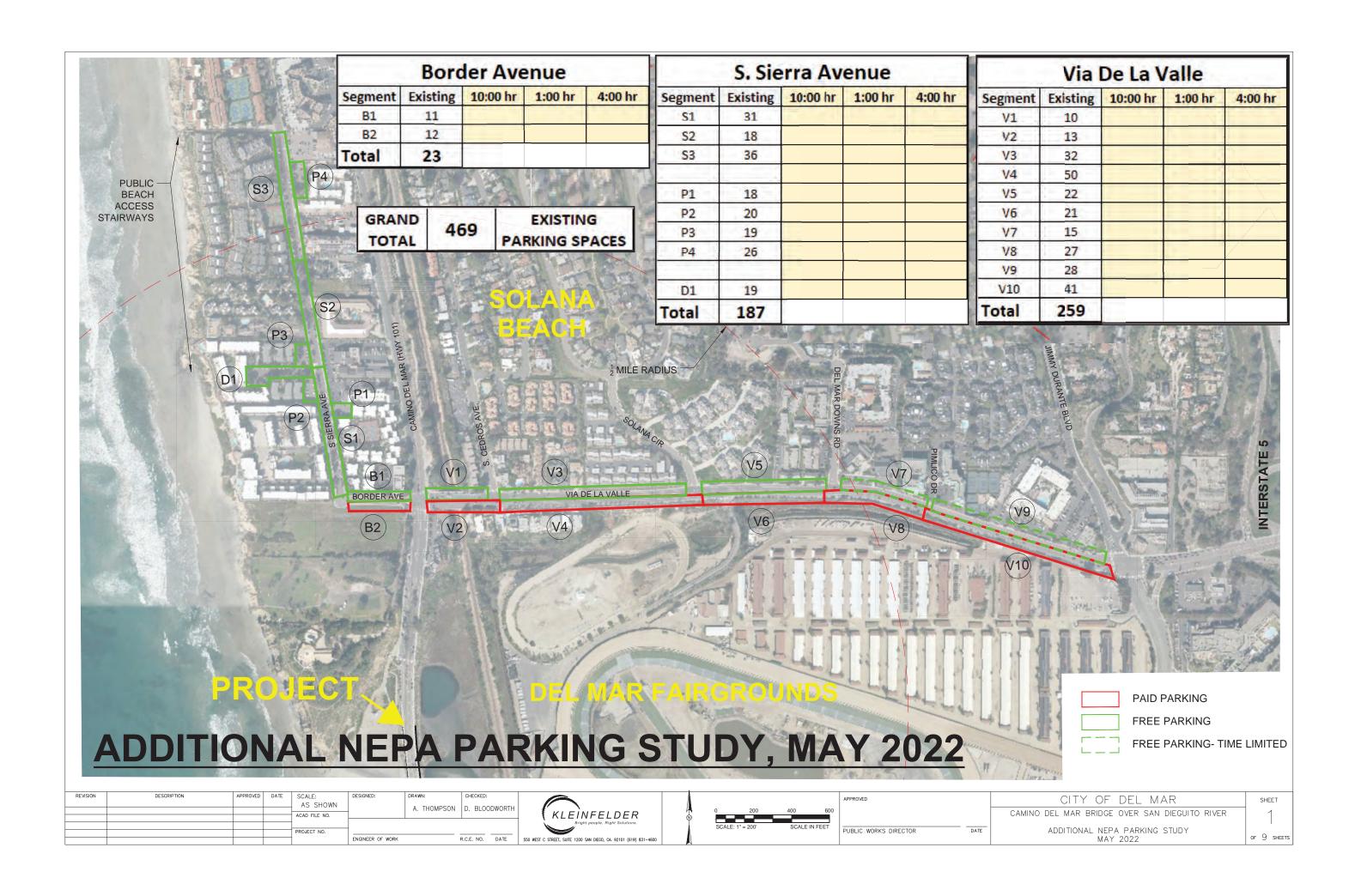


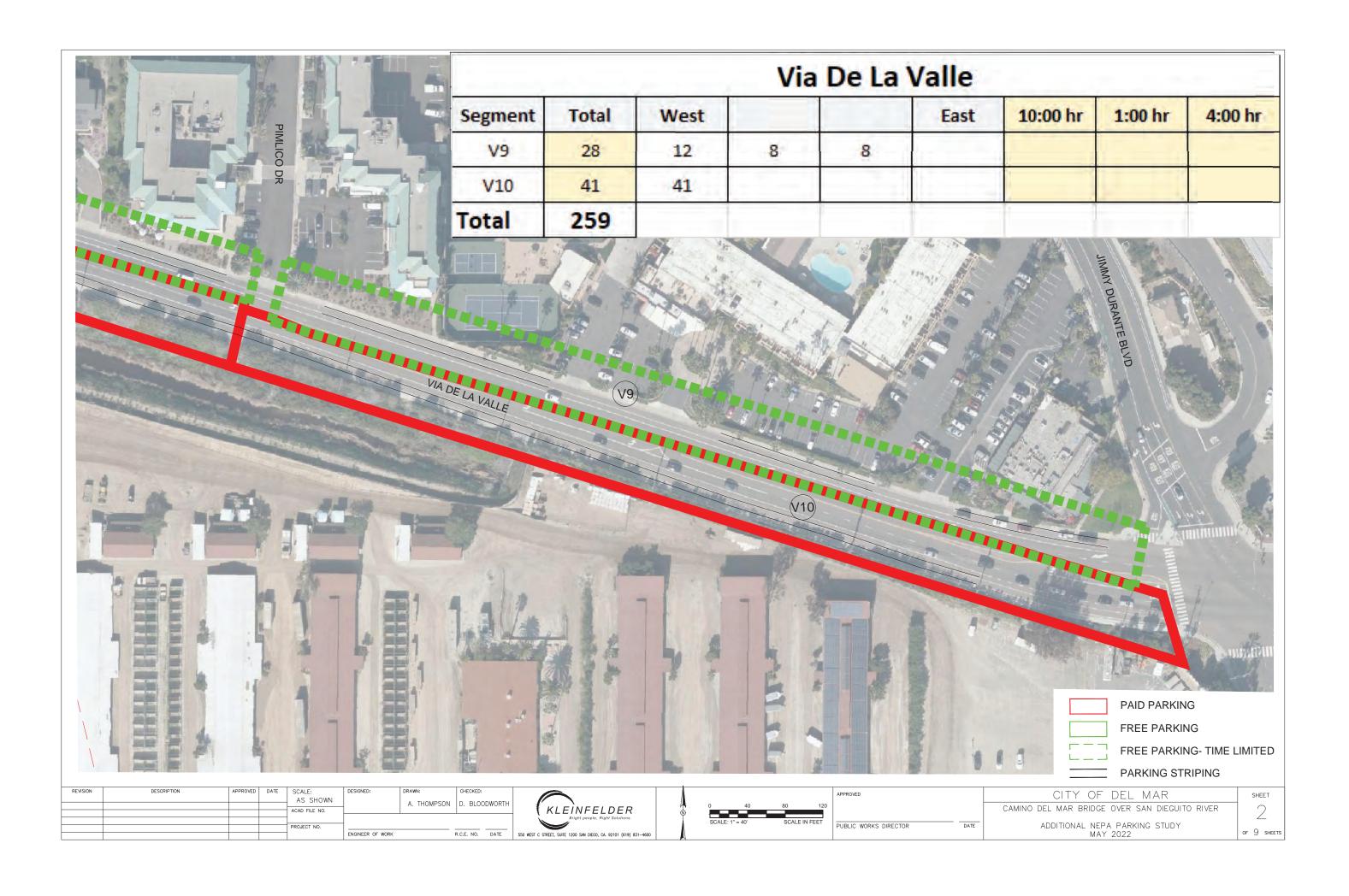


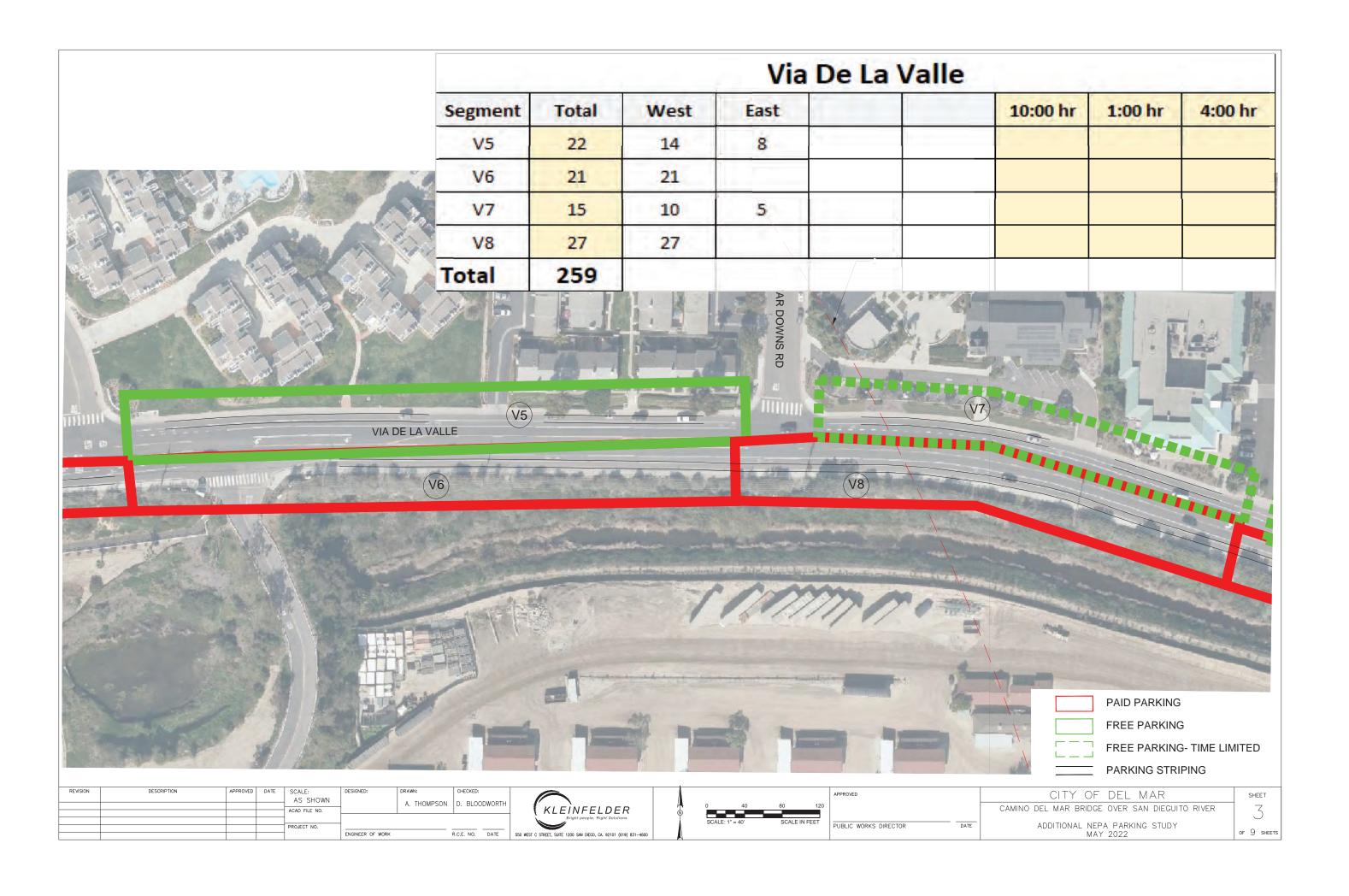


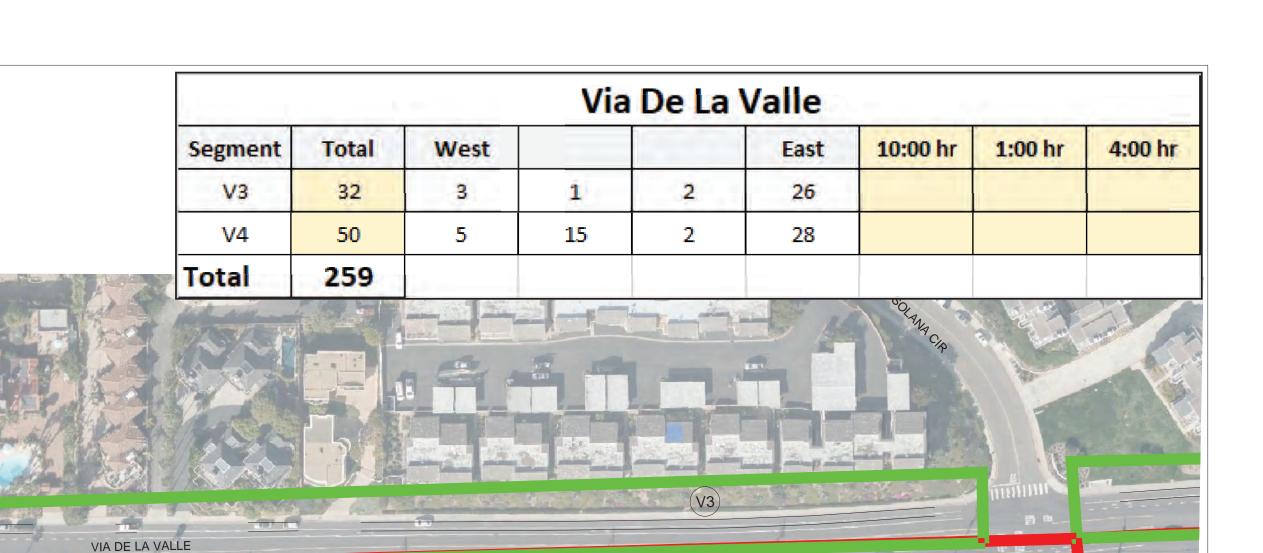
### Attachment C

Additional NEPA Parking Study, May 2022 Field Maps











SHEET

of 9 sheets

				PROJECT NO.	ENGINEER OF WORK		R.C.E. NO.	DATE	550
				PROJECT NO.					
				ACAD FILE NO.					1
				AS SHOWN		A. THOMPSON	D. BLOC	DWORTH	
REVISION	DESCRIPTION	APPROVED	DATE	SCALE:	DESIGNED:	DRAWN:	CHECKED:		





VED		CITY OF DEL MAR
		CAMINO DEL MAR BRIDGE OVER SAN DIEGUITO RIVER
C WORKS DIRECTOR	DATE	ADDITIONAL NEPA PARKING STUDY MAY 2022

	Border Avenue										
Segment	Total	West		East	10:00 hr	1:00 hr	4:00 hr				
B1	11	5	2	4							
B2	12	12									
Total	23										



Via De La Valle							
Segment	Total	West	East	10:00 hr	1:00 hr	4:00 hr	
V1	10	10					
V2	13	11	2				
Total	259						

PAID PARKING
FREE PARKING
FREE PARKING- TIME LIMITED
PARKING STRIPING

SHEET

of 9 SHEETS

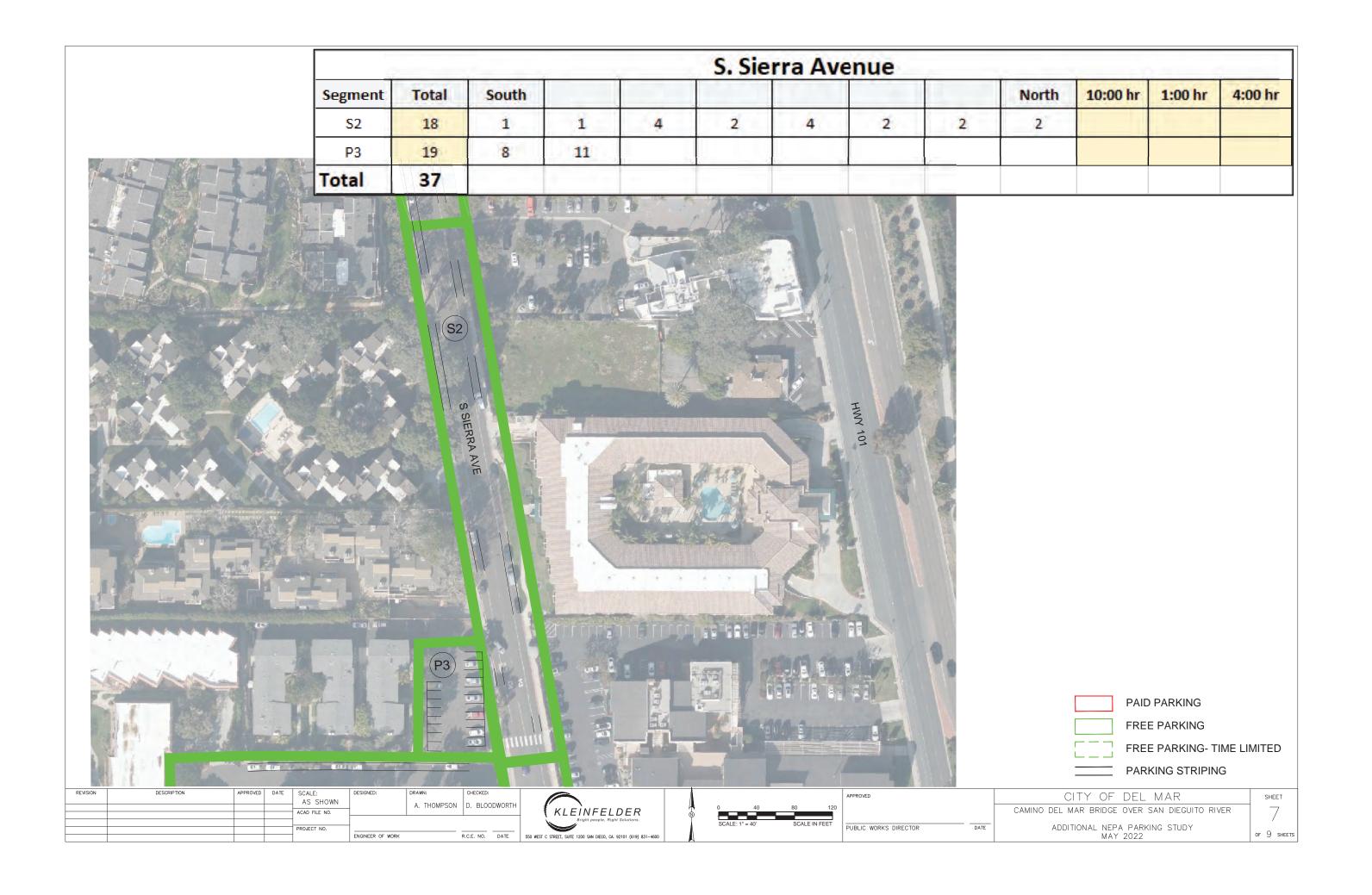
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				ACAD FILE NO.		7. THOW! 3014	D. BLOC	DWOKIII	KLEINFE Bright people
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					ENGINEER OF WORK		R.C.E. NO.	DATE	550 WEST C STREET, SUITE 1200 SAN DIEG



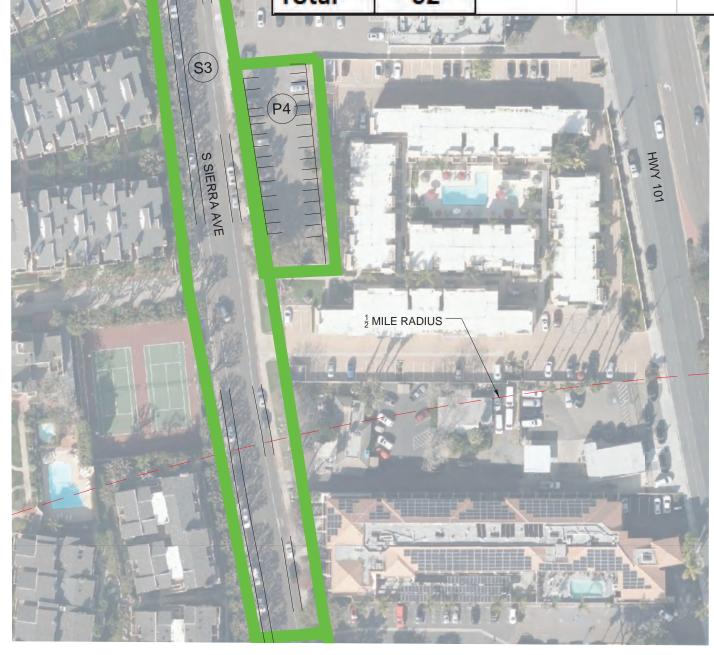
0	40	80	120
SCALE:	1" = 40'	SCALE	N FEET

APPROVED	CITY OF DEL MAR
	CAMINO DEL MAR BRIDGE OVER SAN DIEGUITO RIVER
PUBLIC WORKS DIRECTOR DATE	ADDITIONAL NEPA PARKING STUDY MAY 2022









PAID PARKING
FREE PARKING
FREE PARKING- TIME LIMITED
PARKING STRIPING

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of 9 sheets

REVISION	DESCRIPTION	APPROVED	DATE	SCALE:	DESIGNED:	DRAWN:	CHECKED:	Т
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					ENGINEER OF WORK		R.C.E. NO. DATE	5





OVED		CITY OF DEL MAR	
		CAMINO DEL MAR BRIDGE OVER SAN DIEGUITO RIVER	
LIC WORKS DIRECTOR	DATE	ADDITIONAL NEPA PARKING STUDY MAY 2022	



TEMPORARY PICK-UP / DROP-OFF ZONE DURING CONSTRUCTION

					ENGINEER OF WORK		R.C.E. NO.	DATE	550
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APPROVED	CITY OF DEL MAR
	CAMINO DEL MAR BRIDGE OVER SAN DIEGUITO RIVER
PUBLIC WORKS DIRECTOR DA	ADDITIONAL NEPA PARKING STUDY MAY 2022

SHEET

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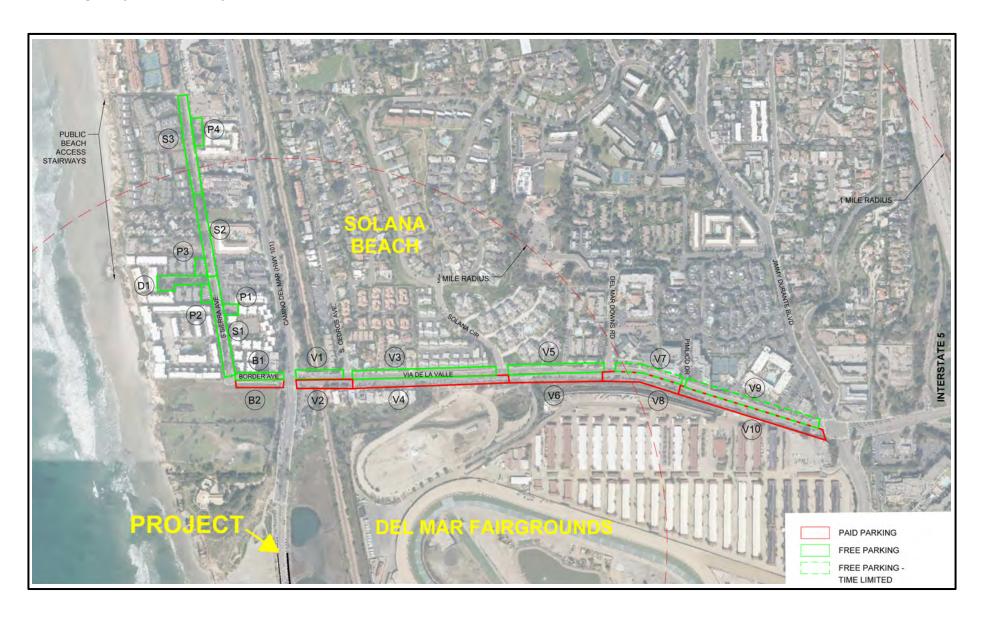
OF 9 SHEETS

## Attachment D

Select Site Photos

#### **Attachment D: Select Site Photos**

#### **Parking Study Area Photo Key**

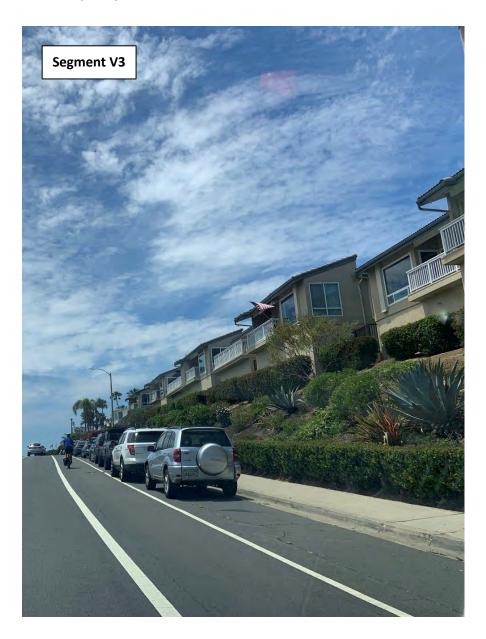


Saturday, May 14, 2022 – 10 AM





Saturday, May 14, 2022 – 1 PM





Saturday, May 14, 2022 – 4 PM





Saturday, May 14, 2022 - 10 AM



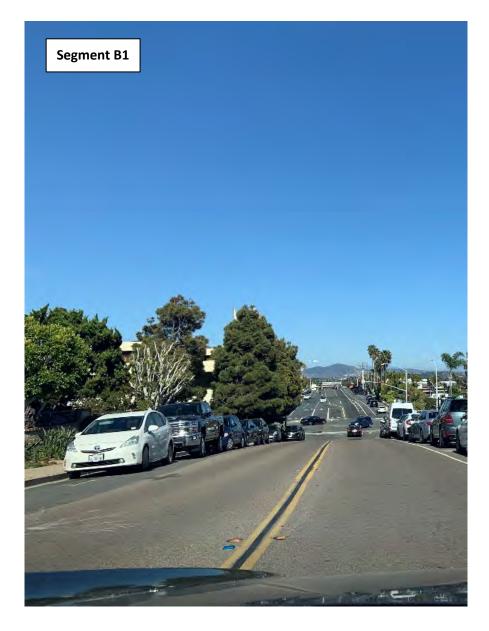


Saturday, May 14, 2022 – 1 PM





Saturday, May 14, 2022 – 4 PM





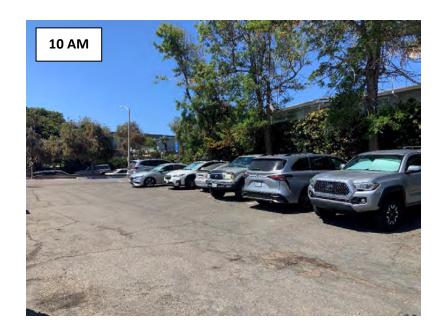
Saturday, May 14, 2022 – Parking Lot P1







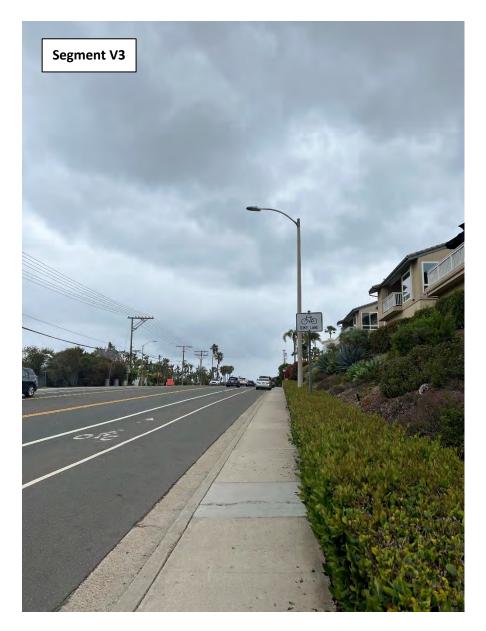
Saturday, May 14, 2022 – Parking Lot P3





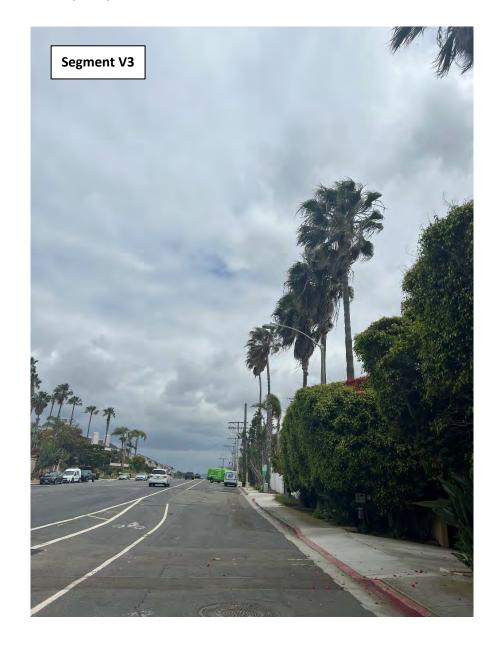


Friday, May 20, 2022 – 10 AM



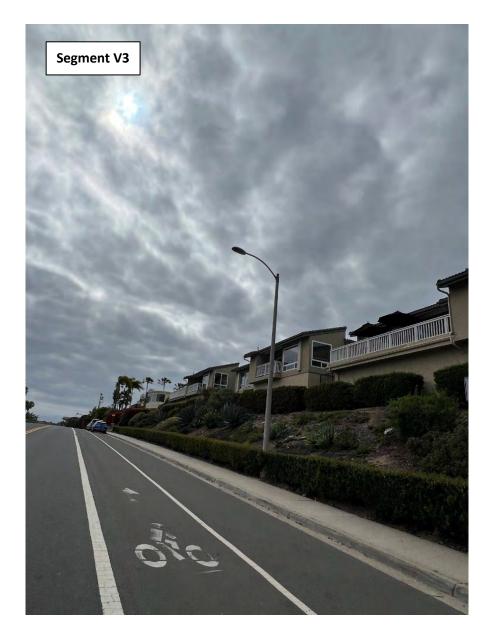


Friday, May 20, 2022 – 1 PM



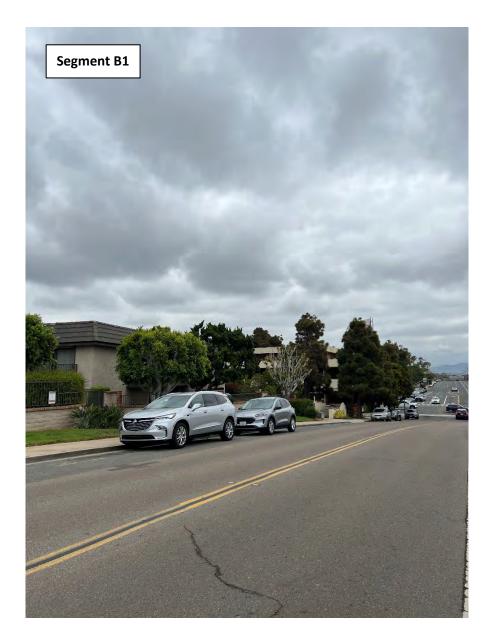


Friday, May 20, 2022 – 4 PM



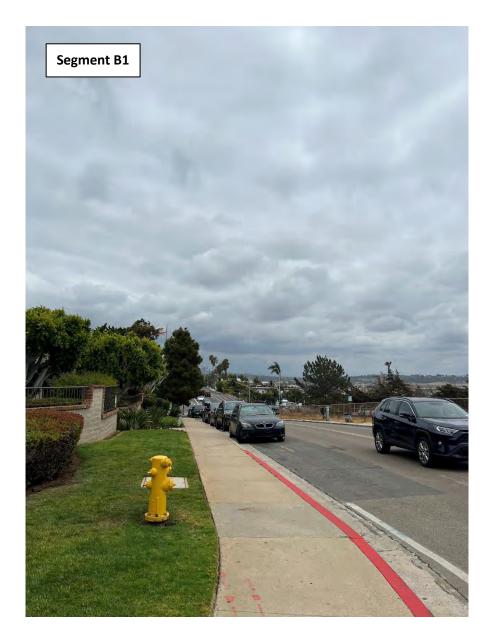


Friday, May 20, 2022 – 10 AM





Friday, May 20, 2022 – 1 PM





Friday, May 20, 2022 – 4 PM





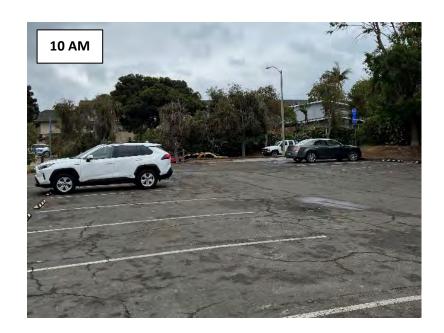
Friday, May 20, 2022 – Parking Lot P1







Friday, May 20, 2022 – Parking Lot P3







Sunday, May 22, 2022 – 10 AM





Sunday, May 22, 2022 – 1 PM





Sunday, May 22, 2022 – 4 PM





Sunday, May 22, 2022 – 10 AM





Sunday, May 22, 2022 – 1 PM





Sunday, May 22, 2022 – 4 PM





Sunday, May 22, 2022 – Parking Lot P1







Sunday, May 22, 2022 – Parking Lot P3





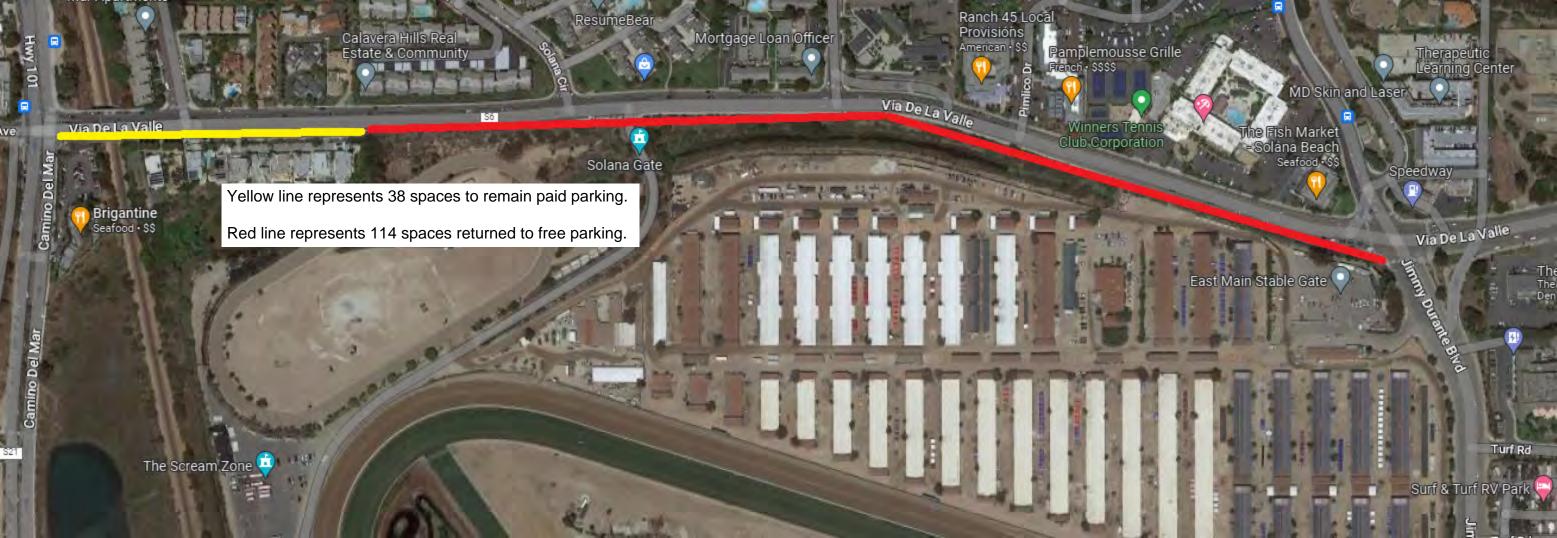


# Attachment E

Temporary Drop-off/Pick-up Area



REVISION	DESCRIPTION	APPROVED	DATE	SCALE:	DESIGNED:	DRAWN:	CHECKED:				APPROVED	CITY OF DEL MAR	SHEET	
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					]			Bright people, Right Solutions.		SCALE: 1" = 40' SCALE IN FEET		ADDITIONAL MEDIA DADIVINO OTUDIV		
				PROJECT NO.					- 1		PUBLIC WORKS DIRECTOR DATE	ADDITIONAL NEPA PARKING STUDY	of 9 SHEETS	
					ENGINEER OF WORK		R.C.E. NO. DATE	550 WEST C STREET, SUITE 1200 SAN DIEGO, CA. 92101 (619) 831-4600	_,			MAY 2022	OF 3 SHEETS	





#### February 2, 2023

Delivered via email

To: Karl Schwing
District Director, San Diego Coast
California Coastal Commission

Re: Item 16z - Application No. 6-22-0078 (Del Mar Paid Parking Facilities, Del Mar)

Dear Mr. Schwing and San Diego Coast District Staff,

The Surfrider Foundation is a nonprofit grassroots organization dedicated to the protection and enjoyment of our world's ocean, waves, and beaches, for all people, through a powerful network. Thank you for the opportunity to comment on this application from the City of Del Mar to increase parking meter rates at 422 public parking spaces near the coast.

Surfrider generally supports staff's recommendations to limit the parking rate increases and ensure parking meter revenue is earmarked for projects that benefit the entire beachgoing community (Special Condition 1). We especially support Special Condition 4, which would require Del Mar to provide annual free parking for qualified low-income individuals, implement an associated outreach program, and allow after-the-fact fee waivers for ticketed individuals who are eligible for free parking. We encourage Del Mar and the Coastal Commission to include visible signage re: the free parking program on parking meters and parking enforcement signage. Additionally, information re: the parking ticket fee waiver program should be required on all parking citations issued, and the appeals process should be simple and straightforward for qualified individuals.

As staff details in the report, paid parking in Del Mar is significantly higher than surrounding areas. We are somewhat empathetic with the City of Del Mar, a very small city with limited revenue sources that is burdened with the maintenance of beaches used by millions of people every year. That said, Del Mar is one of the wealthiest communities in San Diego County, its median household income being well over \$100,000 per year according to the city's most recent Housing Cycle Update<sup>1</sup>.

<sup>&</sup>lt;sup>1</sup> Chapter 2-9. Household Income (Nov 2022)

Whether this application is approved or not, Surfrider encourages the City of Del Mar to look at alternative ways to increase their revenue than via high parking fees and aggressive enforcement, as these methods disproportionately burden underserved communities and further discourage and prevent equitable public access to the coast.

Lastly, Surfrider previously requested that the City provide free parking until 9:00 AM as an allowance for early morning weekday surfers and beachgoers. In addition to increasing parking meter rates, the City has also incrementally expanded metered hours from 9:00 AM-8:00 PM (CDP No. 6-94-113, Oct 1994) to 8:00 AM to 10:00 PM (CDP 6-15-2123, Nov 2016). We would appreciate clarification on whether every parking space in the current permit request was also included in the 2016 approval for 8:00 AM metering. As our request for a morning allowance still stands, we'd like to know if there are any metered spots left that are only permitted to begin metering at 9:00 AM.

Thank you for the opportunity to comment.

Sincerely,

Mitch Silverstein Policy Coordinator San Diego County Chapter, Surfrider Foundation

Kristin Brinner & Jim Jaffee Co-Leads of the Beach Preservation Committee San Diego County Chapter, Surfrider Foundation