



## Port San Luis Harbor District

### Avila Parking Lot

#### Vision for the Future:

**Parking.** Maintain adequate parking to accommodate Harbor users and visitors. New development shall provide parking consistent with the County Coastal Zone Land Use Ordinances and the Avila Specific Plan. (San Luis Bay Area Plan)

The Avila Beach Parking Lot will continue to provide parking to support visitors to the Avila Beach and Pier, using parking lot revenues for beach maintenance and operations (District Master Plan)

This is consistent with past and present Harbor Commission direction and is the District's priority for the parking lot.

#### Other Potential Uses:

**Limitation on Use-Avila Parking Lot.** Allow parking and related landscaping, overlooks, restrooms, shuttle or transit station, outdoor retail sales, temporary events, public safety facilities, accessory storage, eating and drinking places, affordable workforce housing, and visitor uses consistent with the Avila Beach Specific Plan (SLBAP)

In the interest of completing the street frontage along First Street and increasing revenue generating opportunities, the Port may consider removing parking spaces in this part of the lot (consistent with its agreement with the County) for lease space. Per the Avila Specific Plan, the frontage along First Street would be well suited for development of vacation type units. The Port may consider using this space for development of commercial or visitor-serving transient units as a revenue generator to offset the costs of the beach and pier expenses. (District Master Plan)

The Avila Beach parking lot was improved in 1999 to better serve beach visitors. Though no improvements are suggested for the parking lot, an opportunity site has been identified along the First Street frontage. *Opportunity Site.* Reserve First Street frontage to a depth of 50 feet behind the sidewalk for accommodation of new lease space opportunities. (ibid)

While the above statements allow for other uses, the District does not anticipate pursuing any development at this time. Should that proceed, the maximum total loss of space would be 17 spaces. If all development were two story, over first floor parking, that would be reduced. It should be noted that at regular intervals the parking lot is closed completely due to flooding, greatly increasing any development costs.

During the community discussion of the alternative strategies, the potential for the development of a parking structure was raised...A creative option for consideration would be for the Harbor District to sell or lease the development rights to the Town parking lot and allow a developer to build a mixed use project on the site. Similar to the requirements the Harbor District has placed on the Harbor Terrace development, the town lot developer would be required to construct a minimum number of parking stalls to be used by the public...The parking structure option is not recommended at this time. Additional evaluation and discussions need to be completed prior to the commitment to this alternative. Consideration will need to be given to the selection of this alternative vs. the satellite parking lot(s) concept that has been under consideration for a number of years. The parking structure alternative would potentially cost over \$7 million dollars and would need substantial financing assistance to be viable. (District Parking Management Plan)

The development of a parking structure has been raised a number of times. There are many issues associated with such a project, not the least of which is cost for structure that would only have seasonal need. As stated above, the Plan does not recommend a parking structure, and the Harbor Commission determined that a comprehensive feasibility study would need to be conducted prior to any decision to move forward with this. The District is not contemplating such a study at this time.