

CALIFORNIA COASTAL COMMISSION

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

**W14a****Addendum**

March 5, 2012

To: Commissioners and Interested Persons

From: California Coastal Commission
 San Diego Staff

Subject: Addendum to **Item W14a**, Coastal Commission Permit Application **#6-11-079 (City of Solana Beach streetscape improvements)**, for the Commission Meeting of March 7, 2012.

Staff recommends the following changes be made to the above-referenced staff report:

1. On Page 5 of the staff report, Special Condition #5 shall be revised as follows:

5. Transportation Planning. **PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit to the Executive Director for review and written approval an analysis thoroughly illustrating that the proposed project will not inhibit the implementation of a Rapid Bus Service in the future. Said analysis shall, at a minimum, include the following:

- a. Documentation showing how 'Rapid Bus-Queue Jump Lanes' and/or other methods to facilitate the implementation of Rapid Bus Service on both the northbound and southbound direction of Highway 101 at the Lomas Santa Fe Drive/Plaza Street intersection can be accommodated in the future.
- b. A description of other features throughout the project area that can be feasibly undertaken to facilitate Rapid Bus service through the project area.

2. On Page 9 of the staff report, the first complete paragraph shall be revised as follows:

...According to SANDAG, measures that Rapid Bus service may require include transit signal priority, queue jump lanes, and traffic calming measures (SANDAG 2050 Regional Transportation Plan/Sustainable Communities Strategy dated 10/28/2011). A queue jump lane is a roadway design characteristic that provides preference to buses at signalized intersections. This design normally consists of an additional travel lane on the approach to a signalized intersection with an accompanying signal that allows buses a 'head start' to go through the intersection prior to cars so that the bus can quickly merge in front of traffic. (~~See Exhibit #3~~).

illustrates some possible examples of queue jump lanes. However, queue jump lanes are site specific and can take various forms.

3. On Page 9 of the staff report, the second complete paragraph shall be revised as follows:

In order to ensure that the proposed project maintains and enhances public access to the coast by facilitating the provision of the Rapid Bus service in the future, Special Condition #5 requires that the applicant submit an analysis for review and approval of the Executive Director showing that north and southbound ~~Rapid Bus~~ queue jump lanes and/or other methods to facilitate the implementation of Rapid Bus Service through the primary intersection in the project area at Lomas Santa Fe Drive/Plaza Street and other Rapid Bus service features throughout the project area will still be feasible following the construction of the proposed development.

4. The heading on Exhibit #3 shall reflect the following changes:

Queue Jump Lane Examples

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA
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W14a

Filed: October 24, 2011
 49th Day: December 12, 2011
 180th Day: April 21, 2012
 Staff: E.Stevens-SD
 Staff Report: February 23, 2012
 Hearing Date: March 7, 2012

REGULAR CALENDAR
STAFF REPORT AND PRELIMINARY RECOMMENDATION

Application No.: 6-11-079

Applicant: City of Solana Beach

Agent: Mo Sammak

Description: Construction of approximately 0.9 mile of streetscape improvements; features include drainage improvements built to low-impact development guidelines, provision of 27 additional public parking spaces, improvements to bicycle and pedestrian amenities, installation of drought tolerant and non-invasive trees and landscaping, and traffic calming measures (including two new traffic lights and four pedestrian crossings).

Site: North and South Highway 101 (From approximately 1,000 ft. south of Dahlia Drive to Cliff Street), Solana Beach (San Diego County)

Substantive File Documents: City of Solana Beach Draft Land Use Plan; Certified County of San Diego Local Coastal Program; CDP No. 6-03-14/Linear Park; CDP No. 6-05-40-A2/Distillery Lot; CDP No. A-6-DMR-04-024/Del Mar Parking Meters; Draft Plans received 10/24/2011; SANDAG 2050 Regional Transportation Plan/Sustainable Communities Strategy dated 10/28/2011; 2050 RTP Commission staff comment letter dated 6/30/2011

STAFF NOTES:

Summary of Staff's Preliminary Recommendation: Staff is recommending approval of the proposed streetscape improvements with conditions requiring the use of Best Management Practices which address runoff from the site, a sign plan condition which enhances the visual quality of the site, a landscaping plan which incorporates the use of native, drought-tolerant or non-invasive landscaping, final plans which detail public parking restrictions, and an analysis showing how the project is compatible with the planned regional Rapid Bus service for this area. The proposed development will improve this portion of Highway 101, resulting in reduced environmental impacts and enhanced public access, visual resources, and alternative transit options. With the

attached conditions, the proposed development can be found consistent with all applicable Chapter 3 policies of the Coastal Act.

Standard of Review: Chapter 3 policies of the Coastal Act.

I. PRELIMINARY STAFF RECOMMENDATION:

The staff recommends the Commission adopt the following resolution:

MOTION: *I move that the Commission approve Coastal Development Permit No. 6-11-079 pursuant to the staff recommendation.*

STAFF RECOMMENDATION OF APPROVAL:

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

RESOLUTION TO APPROVE THE PERMIT:

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

II. Standard Conditions.

See attached page.

III. Special Conditions.

The permit is subject to the following conditions:

1. Final Plans. **PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit final plans for the proposed streetscape improvements. The final plans shall be in substantial conformance with the plans submitted with this application by Nasland Engineering received 10/24/2011 and

shall be subject to the review and written approval of the Executive Director. The final plans shall include the following:

- a. A minimum of twenty (20) public parking spaces nearest to Plaza Street on Highway 101 shall have a 4 hour time limit in effect between the hours of 6 a.m. and 7 p.m., except on Sundays and state-sanctioned holidays when they will not be time-restricted and the remaining public parking spaces within the project area will have a 2 hour time limit in effect between the hours of 6 a.m. and 7 p.m., except on Sundays and state-sanctioned holidays when they will not be time-restricted.

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

2. **Final Landscape Plans. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit to the Executive Director for review and written approval, a detailed final landscape plan for the proposed development. The final landscape plan shall include the following:

- a. A plan showing the type, size, extent and location of all proposed vegetation and any necessary irrigation. The minimum tree size at installation for at least 33 of the new median trees shall be a 24 inch box.
- b. Only drought tolerant native or non-invasive plant materials may be planted throughout the project site. No plant species listed as problematic and/or invasive by the California Native Plant Society, the California Invasive Plant Council, or as may be identified from time to time by the State of California shall be employed or allowed to naturalize or persist on the site. No plant species listed as 'noxious weed' by the State of California or the U.S. Federal Government shall be planted within the property.
- c. Low-flow efficient irrigation systems shall be utilized. Any irrigation system shall be designed with drip lines, where feasible; check valves at low points to reduce excess drainage; automatic controllers; rainy weather shut off controls; and, if rotor heads are used, minimal head coverage overlap.

The permittee shall undertake the development in accordance with the approved final landscape plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final 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. Runoff Control Plans. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit to the Executive Director for review and written approval, a runoff control plan prepared by a licensed engineer that incorporates Best Management Practices (BMPs), designed to reduce both the volume and pollutant load of runoff from the proposed development to the maximum extent practicable. The plan shall be in conformance with the following requirements:

- a. Opportunities for directing runoff to permeable spaces for infiltration shall be utilized to the maximum extent practicable. Where this is infeasible, maintain post-development peak runoff rate and average volume at levels that are similar to pre-development levels.
- c. Appropriate site design, source control and treatment control BMPs shall be implemented to minimize the amount of polluted runoff from all surfaces and activities on the development site.
- d. If the applicant uses post-construction structural BMPs (or suites of BMPs), they should be designed to treat, infiltrate or filter the amount of storm water runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs, and/or the 85th percentile, 1-hour storm event, with an appropriate safety factor (i.e., 2 or greater), for flow-based BMPs.
- e. Animal waste bag dispensers accompanied by signage which encourages users to dispose of animal waste in proper receptacles shall be provided and regularly stocked. Covered trash receptacles and cigarette butt disposal receptacles shall be included.

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

4. Sign Program. **PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit plans for a comprehensive sign program, documenting all signage proposed for the development site. The comprehensive sign program plans shall be subject to the review and written approval of the Executive Director. These plans shall include the following:

- a. No commercial or other advertising shall be permitted.
- b. Signage will not adversely impact coastal views at the intersection of Lomas Santa Fe Drive/Plaza Street.
- c. Roof or tall freestanding pole signs shall not be permitted and monument signs shall not exceed eight feet in height.

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

5. Transportation Planning. **PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit to the Executive Director for review and written approval an analysis thoroughly illustrating that the proposed project will not inhibit the implementation of a Rapid Bus Service in the future. Said analysis shall, at a minimum, include the following:

- a. Documentation showing how 'Rapid Bus Queue Lanes' on both the northbound and southbound direction of Highway 101 at the Lomas Santa Fe Drive/Plaza Street intersection can be accommodated in the future.
- b. A description of other features that can be feasibly undertaken to facilitate Rapid Bus service through the project area.

IV. Findings and Declarations.

The Commission finds and declares as follows:

1. Detailed Project Description. The proposed development involves the construction of approximately 0.9 mile of streetscape improvements on north and southbound Highway 101 from approximately 1,000 feet south of Dahlia Drive to Cliff Street in the City of Solana Beach. The location of the proposed project is parallel to and within two blocks of the beach and bisects Lomas Santa Fe Drive, a road which leads into Fletcher Cove, the City's primary beach access point. The southern boundary of the proposed development is parallel to the Seascape Surf public beach access stairs and the northern boundary of the proposed development is parallel to the Tide Beach park public beach access stairs (See Exhibit #1). The proposed project is intended to improve circulation for alternative transit, bicyclists, and pedestrians. In addition to the intended transportation improvements, the proposed project features drainage improvements built to low-impact development guidelines, which attempt to capture rainwater, slow down runoff, enhance infiltration, and filter out runoff pollutants. The project also includes extensive landscaping, aesthetic improvements, and the relocation/replacement of underground wet and dry utilities. A major aspect of the proposed project is to shift the existing median to the east in order to allow for a wider sidewalk and diagonal parking along the west side of Highway 101.

The project includes improvements that will enhance parking, bicycle and pedestrian resources in the area. Through the use of diagonal parking spaces, the streetscape improvements will increase the number of public parking spaces from 77 to 104. In addition, the project maintains a consistent class II bike lane on the northbound side of

Highway 101 and provides an extra wide shared lane on the outside of the southbound side of Highway 101 identified with “sharrows” (markings on the street depicting a bicycle and two chevrons which give notice to automobile operators that cyclists may use a portion of the lane) which accommodates automobile traffic, cyclists and the diagonal parking. In addition, the entirety of Solana Beach is served by the existing Coastal Rail Trail (CDP No. 6-03-14), a multi-use north and southbound class I path for cyclists and pedestrians along the east side of Highway 101, and thus, in combination with the proposed improvements, this area will be sufficiently accommodating for cyclists. Finally, the proposed project will create wider sidewalks, improve all walkways and curb ramps to comply with ADA standards, and will provide four new pedestrian crosswalks and two additional traffic signals.

The project site is located within the City of Solana Beach, which does not have a certified Local Coastal Program (LCP). Therefore, the Commission still has permit-issuing authority throughout the City’s coastal zone and Chapter 3 of the Coastal Act serves as the standard of review.

2. Public Access/Recreation. The following Coastal Act policies relate to the proposed coastal development permit request:

Section 30210

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

Section 30211

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

Section 30212

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

Section 30212.5

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the

impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

Section 30213

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

Section 30223

Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

Section 30252

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

The proposed project is designed to improve public parking availability and to enhance public access to visitor serving commercial areas within the project area. Through diagonal striping, public parking will be increased from 77 public parking spots to 104 public parking spots, an increase of 27 new spaces. The existing 77 public parking spaces are all subject to one of the three following variations of a 2 hour time restriction: 2 HOUR, 2 HOUR 9 AM TO 5 PM, or 2 HOUR 9 AM TO 5 PM EXCEPT SUNDAYS. The City indicates that these time restrictions have been in place since before the City incorporated in 1986. The City states that the timed parking is necessary to encourage turnover, which better serves local businesses. Additionally, many of the existing commercial developments within the project area were constructed prior to the incorporation of the City of Solana Beach and fail to meet the City's current parking standards and the City believes that timed parking is also necessary to discourage employees of the nearby business from using the public parking spaces, thus increasing turnover. However, many of the parking spaces within the project area are close enough (within two blocks) to the Fletcher Cove public beach access and the beach access at the northern and southern limits of the project that they likely function as beach parking, thereby providing maximum public access to the coast.

The Commission finds that four hour parking is required in the project area to ensure that the public has maximum access to the coast, which includes allowing sufficient time for the public to visit the nearby Fletcher Cove and to access the visitor serving commercial amenities. Thus, in order to park for a longer time period, two hour parking limits will likely result in members of the public to park in the Fletcher Cove beach parking lot or other nearby locations without two hour time restrictions that are the main reservoir for beach users and are highly impacted during prime beach times. The Commission has historically found that in beach impact areas, a minimum 4 hour time limit is necessary to serve the beach-going public (See CDP #A-6-DMR-04-024/Del Mar Parking Meters). Therefore, Special Condition #1 requires the submission of final plans showing that the 20 parking spaces within the project area nearest to the Fletcher Cove (~20% of the available spaces) will be restricted to a minimum of 4 hours and will have no parking restrictions 6 days a week from 7 PM to 6 AM and all day on Sundays and holidays.

The northern end of the project area is located close to the Tide Beach Park public beach access; however, the City reports that unrestricted street parking is not highly impacted in the vicinity. The southern end of the project area is located near to the Seascape Surf public beach access; however, there are currently two public parking lots adjacent to the Seascape Surf public beach access with a total of 68 unrestricted public parking spaces and available unrestricted street parking in the area. Therefore, beach parking is not as highly impacted in these areas and at this time it is not necessary to mandate that 4 hour parking be available along Highway 101 within the project area near the Tide Beach Park public beach access or the Seascape Surf public beach access. However, Special Condition #1 does require that all of the remaining spaces within the project area (~80% of the available spaces) be restricted to a minimum of 2 hours and have no parking restrictions 6 days a week from 7 PM to 6 AM and all day on Sundays and holidays. The minimum 2 hour parking time limit for the remaining parking spaces in the project area will make parking rules easier to understand as compared to the current variety of restrictions; and will allow the public time to use the beach, go shopping and go out to lunch or dinner in the evenings, on Sundays, and on holidays.

Within the project area there are currently three northbound bus stop and three southbound bus stops. One of the northbound bus stops currently has a bus pull out area. The project proposes to keep the same number of bus stops in both directions and to enhance the southbound bus stops through the addition of bus pull out areas as shown on the construction plans, which indicate bus areas will be provided outside the traveled lanes near Plaza Street and near Dahlia Drive. Under the current proposal, in the northbound direction, the eastern most vehicle travel lane, the bike lane and the concrete curb and gutter will remain in place. Therefore, no changes are proposed to the bus stops on the east side of Highway 101 in the northbound direction. Additionally the Coaster and the Amtrak both stop at the Solana Beach Transit Center directly adjacent to the project area. The proposed project is designed to promote non-automobile forms of transportation by taking measures to reduce traffic speed, by standardizing the southbound bike lane and by increasing the number of bus stops, stop lights, and crosswalks within the project area. However, pursuant to section 30252, it is important

that the location and amount of new development maintains and enhances public access to the coast by facilitating the provision or extension of transit service.

The San Diego Association of Governments (SANDAG) has recently adopted the 2050 Regional Transportation Plan (RTP), which is a general plan for the San Diego region's transportation system over the next 40 years. One aspect of the public transit network improvements included in the RTP is the development of a system of Rapid Bus services in key arterial corridors to supplement local bus services (See Exhibit #2). The RTP identifies Highway 101, through the project area, as a key arterial corridor that would be well served by Rapid Bus service. According to SANDAG, measures that Rapid Bus service may require include transit signal priority, queue jump lanes, and traffic calming measures. A queue jump lane is a roadway design characteristic that provides preference to buses at signalized intersections. This design normally consists of an additional travel lane on the approach to a signalized intersection with an accompanying signal that allows buses a 'head start' to go through the intersection prior to cars so that the bus can quickly merge in front of traffic (See Exhibit #3).

Although the 2050 RTP envisions an implementation of the Rapid Bus service for 2035, following completion of the majority of proposed Interstate 5 freeway improvements, Commission staff has consistently taken the position that the timing of mass transit projects should be accelerated. The Rapid Bus service route along Highway 101 is still in its very early planning stages and it is unknown what measures will need to be implemented within the project area to accommodate it. In order to ensure that the proposed project maintains and enhances public access to the coast by facilitating the provision of the Rapid Bus service in the future, Special Condition #5 requires that the applicant submit an analysis for review and approval of the Executive Director showing that north and southbound Rapid Bus queue jump lanes through the primary intersection in the project area at Lomas Santa Fe Drive/Plaza Street and other Rapid Bus service features will still be feasible following the construction of the proposed development.

With special conditions that require 4 hour parking near Fletcher Cove and unrestricted parking on Sundays and holidays and an analysis showing that this project will facilitate the provision of the Rapid Bus service in the future, the proposed project, designed to maximize and protect access and recreational opportunities, is consistent with the public access and recreational policies of the Coastal Act.

3. Landscaping/Water Quality. The following Coastal Act policies relate to the proposed coastal development permit request:

Section 30231

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground

water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30240

(...)

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

As a result of shifting the median, 33 existing trees within the median will need to be removed; however, the applicant is proposing to replace these trees with approximately 77 new trees. Because the trees being removed are located so close to the highway, they are not considered important bird nesting habitat. However, within the project boundaries there are a limited number of large trees which add to the visual quality of this coastal area. In order to most quickly replace lost aesthetic value of the 33 existing large trees that are proposed to be removed, Special Condition #2 requires that the minimum tree size at installation for at least 33 of the new median trees shall be a 24 inch box. Non-native or invasive landscaping on the subject site has the potential to impact San Elijo Lagoon to the north or San Dieguito Lagoon to the south either through runoff from the site or seeds that could be transported offsite by winds or animals. Therefore, Special Condition #2 has been attached which requires the site be landscaped with drought-tolerant native and non-invasive species and that the landscaping be maintained over the lifetime of the development. In addition to beautifying this scenic highway, the use of drought tolerant native or non-invasive species will reduce the need for water and fertilizers and, thereby, reduce polluted run-off. Special Condition #3 ensures that the proposed development will not have an adverse impact on any sensitive habitat and, as conditioned, will not result in erosion or adverse impacts to water quality, as adequate drainage and runoff controls will be provided. Thus, the project, as conditioned, is consistent with the resource protection policies of Chapter 3 of the Coastal Act.

4. Visual Resources. Section 30251 of the Coastal Act 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 views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas...

The proposed streetscape improvements will be on Highway 101, which is designated as a state scenic highway in the Solana Beach Circulation Element. The only public view of the ocean or the shoreline that currently exists across the site is at the Lomas Santa Fe

Drive/Plaza Street intersection (See Exhibit #4). Nothing in the project will result in impacts to these existing views. As Highway 101 is a designated scenic highway, the Commission is concerned that advertising or other large signs could be installed which would lessen the visual compatibility of the project with the surrounding area and create a visual blight along this scenic corridor. Therefore, Special Condition #4 prohibits large signs or commercial or other advertising from being placed anywhere within the project area.

As conditioned, the proposal will not result in any adverse visual impacts and will enhance the overall visual quality of the area. Therefore, the proposed project, as conditioned, can be found to be consistent with Section 30251 of the Act.

5. Local Coastal Program. Coastal Act section 30604(a) states that, prior to certification of a local coastal program (“LCP”), a coastal development permit can only be issued upon a finding that the proposed development is in conformity with Chapter 3 of the Act and that the permitted development will not prejudice the ability of the local government to prepare an LCP that is in conformity with Chapter 3. The City of Solana Beach does not have a certified LCP or a certified Land Use Plan. As conditioned, the proposed development is consistent with Chapter 3 of the Coastal Act. Approval of the project, as conditioned, will not prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3 of the Coastal Act.

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

The proposed project has been conditioned in order to be found consistent with the public access and visual resource policies of the Coastal Act. No impacts to sensitive environmental resources will result as part of the proposed project. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project is the least environmentally-damaging feasible alternative and is consistent with the requirements of the Coastal Act to conform to CEQA.

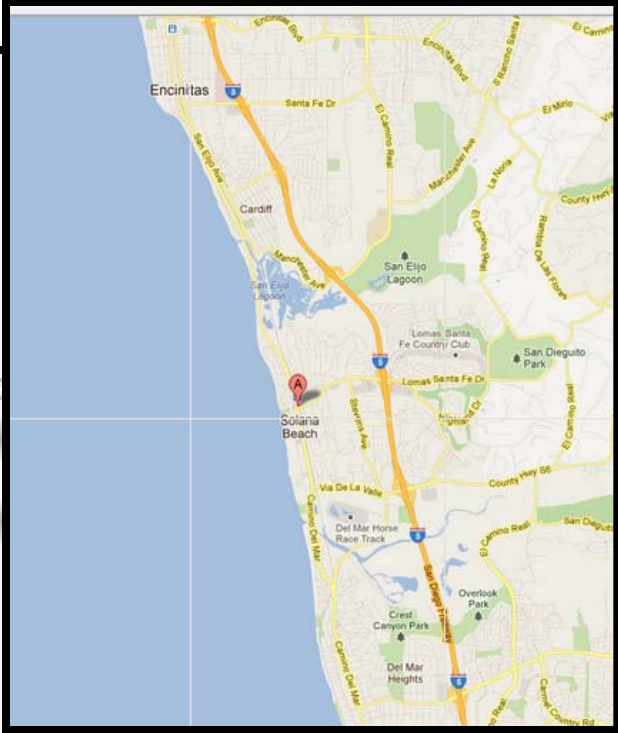
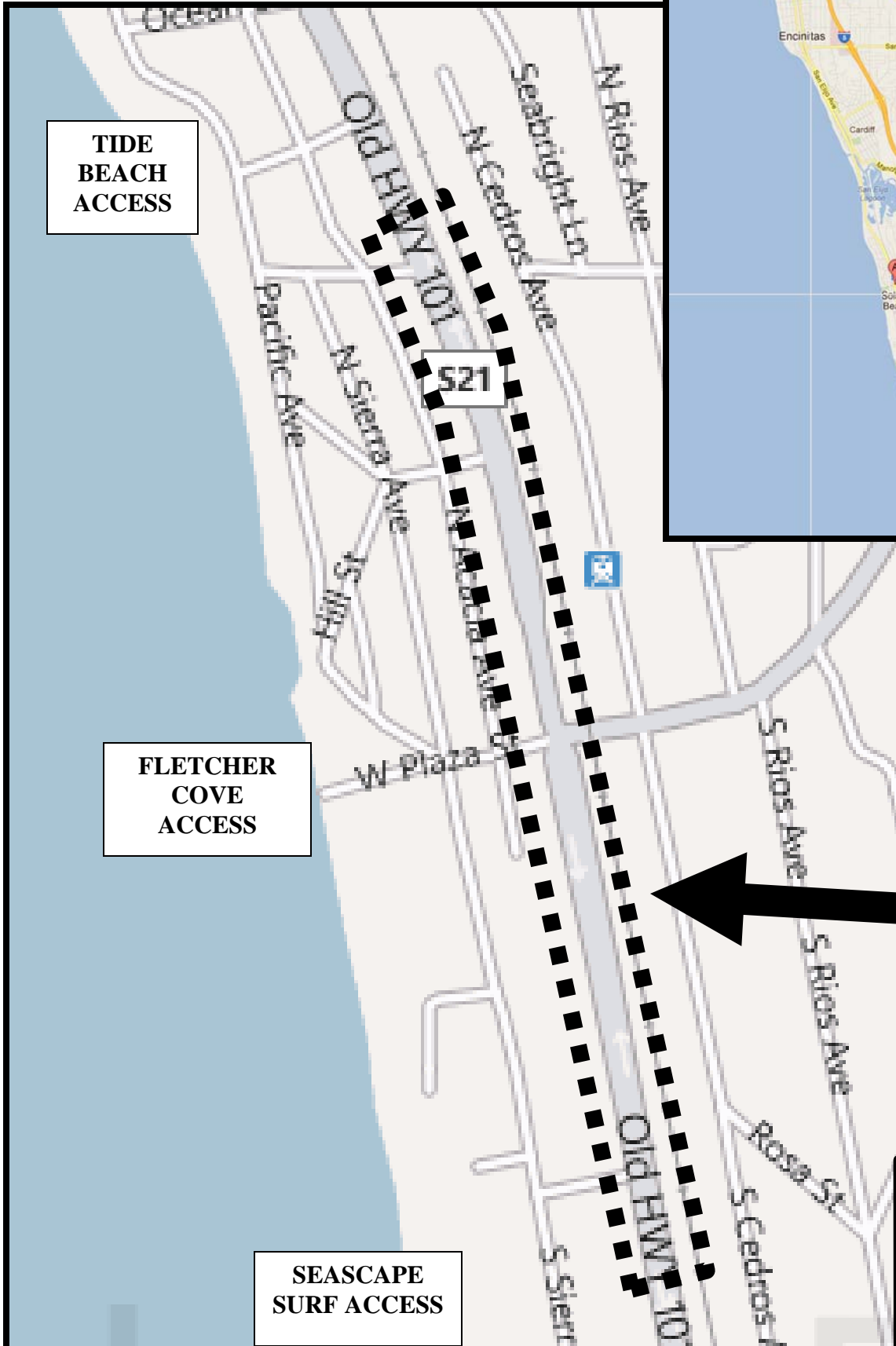
STANDARD CONDITIONS:

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 or 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.

Project Location

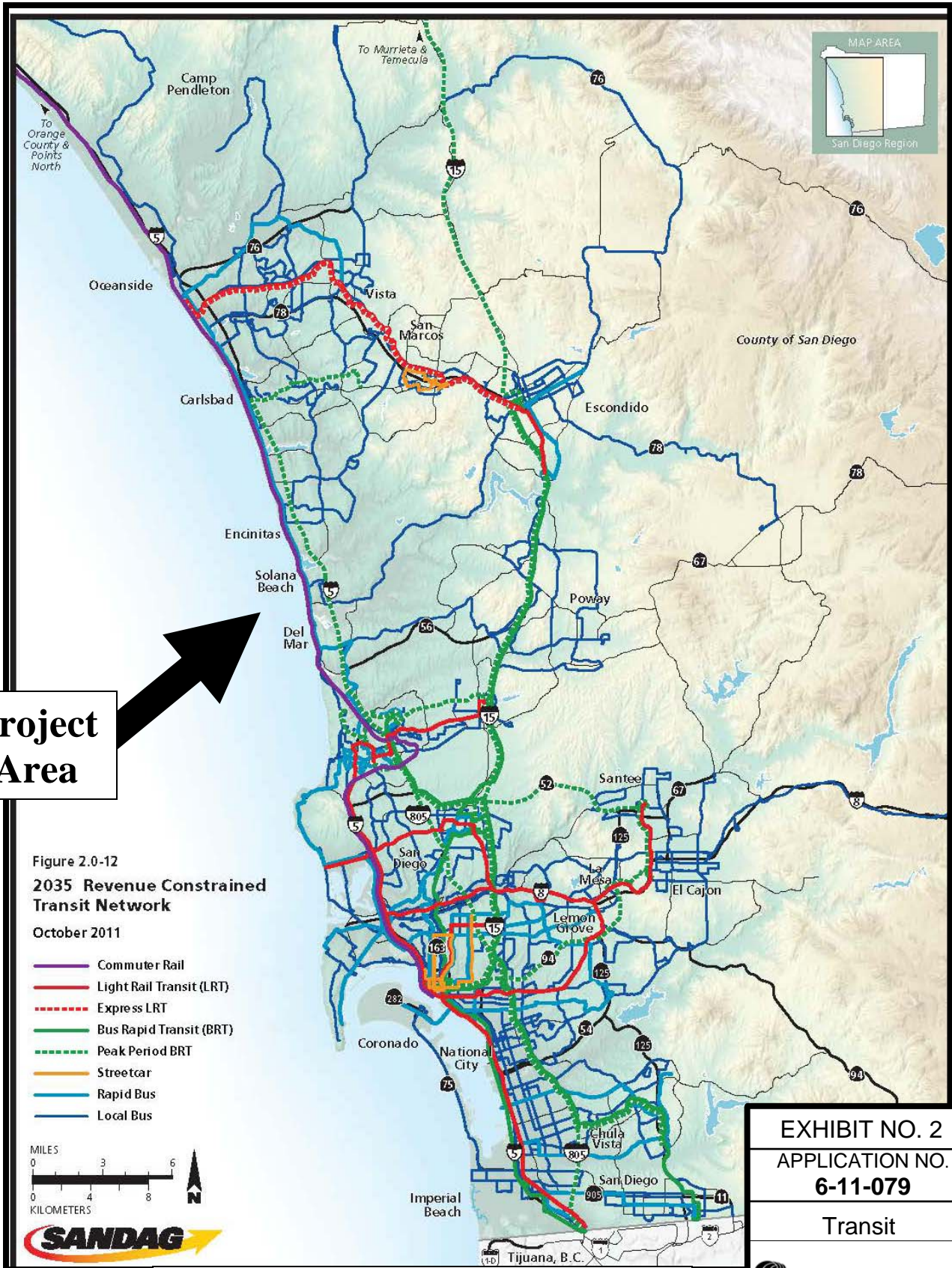


Project Area



EXHIBIT NO. 1
APPLICATION NO.
6-11-079
Project Location
 California Coastal Commission

Future Transit Opportunities



Project Area

****See digital copy for color version of Exhibit #2**

EXHIBIT NO. 2
APPLICATION NO.
6-11-079
Transit

California Coastal Commission

Queue Lane Examples

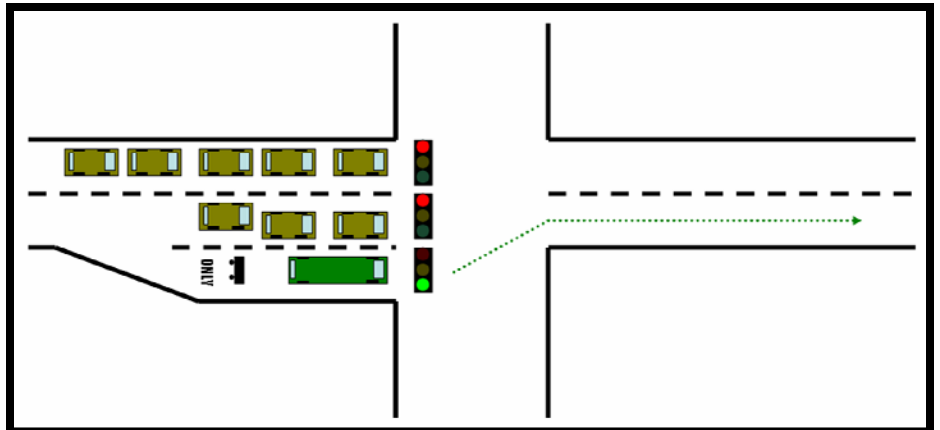
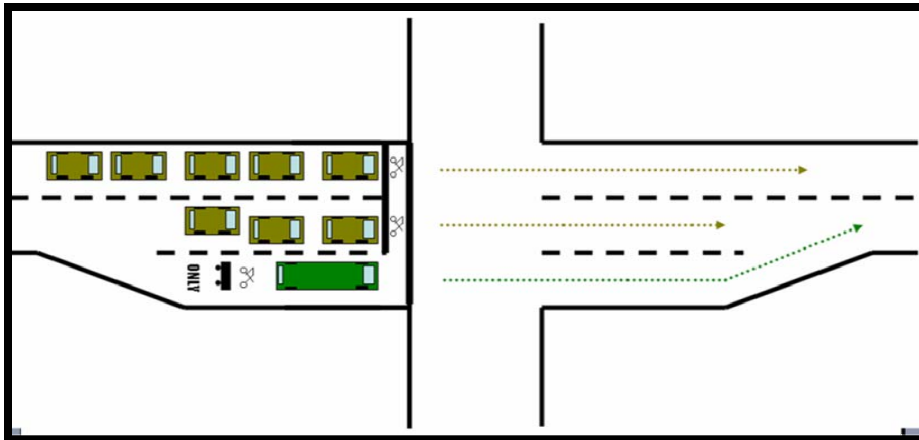
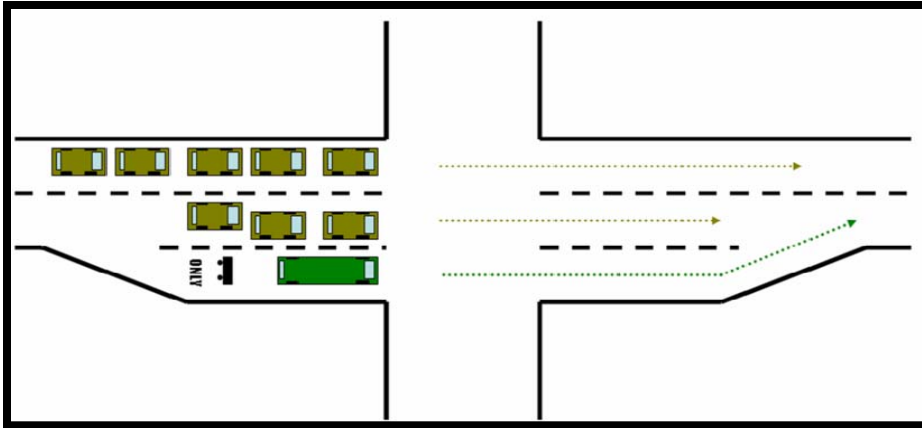



EXHIBIT NO. 3
APPLICATION NO.
6-11-079
Queue Lanes
California Coastal Commission

Coastal View from Lomas Santa Fe Drive/Plaza Street



EXHIBIT NO. 4
APPLICATION NO. 6-11-079
Coastal View
 California Coastal Commission