


CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA
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Staff: LRO-SD
Staff Report: 6/19/02
Hearing Date: 7/8-12/02

REGULAR CALENDAR
STAFF REPORT AND PRELIMINARY RECOMMENDATION

Application No.: 6-02-41

Applicant: Stevens Avenue Self Storage

Agent: J. Terry Aston
Matt Peterson

Description: Construction of a self-storage facility consisting of three, 26-foot high, two and three-story structures as follows: Building A - 34,432 sq.ft., Building B - 23,250 sq.ft., Building C - 13,000 sq.ft. and a 516 sq.ft. office on a vacant 1.74 acre site.

Lot Area	75,794 sq.ft. (1.74 acres)
Building Coverage	21,450 sq. ft. (28%)
Pavement Coverage	25,781 sq. ft. (34%)
Landscape Coverage	28,563 sq. ft. (38%)
Parking Spaces	3
Zoning	LI
Plan Designation	Light Industrial
Ht abv fin grade	26 feet

Site: 532 Stevens Avenue West, Solana Beach, San Diego County.
APN 298-11-23

STAFF NOTES:

Summary of Staff's Preliminary Recommendation:

Staff is recommending approval of the proposed improvements with conditions. The primary issues raised by the proposed development relate to protection of steep slopes/landform alteration, traffic circulation/public access and water quality. As proposed, the project will not result in any direct impacts to environmentally sensitive resource areas. Special Conditions have been attached to require that the applicant paint the exterior of the building in an earth tone (no bright shades or white) to minimize its visibility from the major coastal access route of Interstate-5 to the east, operate and maintain the proposed water quality measures according to manufacturers' specifications,

and install landscaping to visually buffer the site. As conditioned, no impacts to coastal resources are anticipated

Substantive File Documents: City of Solana Beach General Plan and Zoning Ordinance; City of Solana Beach Mitigated Negative Declaration "Stevens Avenue Self Storage Facility," 1/14/02; City of Solana Beach resolution of approval No. 2002-15; Traffic Study by RB F Consultants dated 12/20/01 and updated 5/17/02; Leighton and Associates Geotechnical Report dated 4/22/02.

I. PRELIMINARY STAFF RECOMMENDATION:

The staff recommends the Commission adopt the following resolution:

MOTION: *I move that the Commission approve Coastal Development Permit No. 6-02-41 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. Exterior Treatment/Deed Restriction. PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit a color board or other indication of the exterior materials and color scheme to be utilized in the construction of the permitted structures. The color of the self-storage structures and roofs permitted herein shall be restricted to earthen tones compatible with the surrounding environment (i.e., shades of dark green, brown and grey, with no white or light shades, no red tile roof and no bright tones except as minor accents). All windows shall be comprised of non-glare glass.

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

PRIOR TO ISSUANCE OF THE PERMIT, the applicant shall record a deed restriction, in a form and content acceptable to the Executive Director, that requires the exterior color of the permitted structures to be consistent with the color board approved by the Executive Director. The document shall run with the land for the life of the structures approved in this permit, binding all successors and assigns, and shall be recorded free of prior liens that the Executive Director determines may affect the enforceability of the restriction. This deed restriction shall not be removed or changed without a Coastal Commission-approved amendment to this coastal development permit.

2. Final Landscape Plans. PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit final landscape plans stamped approved by the City of Solana Beach, that indicate the type, size, extent and location of all plant materials, the proposed irrigation system and other landscape features. Drought tolerant native or non-invasive plant materials shall be utilized. Special emphasis shall be placed on the planting of a minimum of 39 trees (minimum 24-inch box) and other shrubs that will visually screen the proposed self-storage facility from public roadways. The plans shall provide the following:

- 1) Landscaping shall be placed along the entire eastern border of the site;
- 2) As proposed by the applicant, all areas above the 125 foot contour line that are disturbed by construction activities shall be restored and revegetated with native planting upon completion of construction;
- 3) A planting schedule that indicates that the planting plan shall be implemented within 60 days of completion of each phase of construction;
- 3) A written commitment by the applicant that all required plantings will be maintained in good growing conditions, and whenever necessary, will be

replaced with new plant material to ensure continued compliance with applicable landscape screening requirements.

- 5) Five years from the date of issuance of the coastal development permit, the applicant shall submit for review and written approval of the Executive Director, a landscape monitoring report, prepared by a licensed Landscape Architect or qualified Resource Specialist, that certifies that the on-site landscaping is in conformance with the landscape plan approved pursuant to this Special Condition. The monitoring report shall include photographic documentation of plant species and plant coverage.

If the landscape monitoring report indicates the landscaping is not in conformance with or has failed to meet the performance standards specified in the landscaping plan approved pursuant to this permit, the applicant, or successors in interest, shall submit a revised or supplemental landscape plan for the review and written approval of the Executive Director. The revised landscaping plan must be prepared by a licensed Landscape Architect or Resource Specialist and shall specify measures to remediate those portions of the original plan that have failed or are not in conformance with the original approved plan.

The permittee shall undertake development in accordance with the approved landscape plan. Any proposed changes to the approved plan shall be reported to the Executive Director. No changes to the plan 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. Maintenance and Operation. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall agree in writing to maintain and operate the proposed water separator system according to the manufacturer's specifications.

IV. Findings and Declarations.

The Commission finds and declares as follows:

1. Project Description. Proposed is the construction of a self-storage facility consisting of three, 26-foot high detached buildings on a vacant 1.52 acre triangular-shaped site. The structures will consist of the following: Building A = 34,432 sq.ft., Building B = 23,250 sq.ft. and Building C = 13,000 sq.ft. A small 516 sq.ft. office will be located inside of Building A. The project site consists of two vacant lots totaling 1.74 acres at the western cul-de-sac of Stevens Avenue West in Solana Beach. The site consists of two terraces that are relatively flat. The rear portion of the site (furthest west) rises in elevation and is contiguous with other residential properties to the west. This steeper portion of the property is proposed to remain vacant. Also proposed are a storm water system consisting of installation of catch basins, an underground detention system and a storm water separator.

The mitigated negative declaration approved by the City of Solana Beach for the proposed project addressed, in part, the Coastal-Act related issues of biological resources, hydrology and water quality and transportation/traffic. With regard to biological resources, the negative declaration concluded that given that the project site is vacant and grading activities have previously disturbed a majority of the native topography as well as the fact that the site is surrounded by urban development, no significant impacts upon sensitive plants, wildlife or habitat are anticipated from the proposed development. No mitigation measures are recommended or necessary. With regard to hydrology and water quality, the negative declaration concluded that the project is designed to eliminate or substantially reduce potential pollutant discharge and excessive runoff including installation of a subsurface detention facility. No significant water quality or drainage impacts are anticipated and mitigation measures are neither recommended or necessary. With regard to traffic, the negative declaration concluded that based on the completed traffic study for the project, the project's affect on the street system is determined to be insignificant and does not necessitate traffic mitigation. The number of trips generated by the proposed project is very low and does not result in a change in level of service or in a delay at the major intersection of Lomas Santa Fe/I-5 located nearby. Mitigation measures are not recommended or necessary. The mitigated negative declaration also required a variety of non-Coastal Act related measures to address temporary impacts associated with construction activities.

The project site is south of Lomas Santa Fe Drive, slightly less than 1/2 mile west of Interstate 5 in the City of Solana Beach. Because the City of Solana Beach does not have a certified Local Coastal Program, the Chapter 3 policies of the Coastal Act are the standard of review.

2. Steep Slopes/Biological Resources. Sections 30240 and 30251 of the Coastal Act states:

Section 30240

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(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.

Section 30251

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.... [Emphasis added]

The subject site is within the Hillside Review Overlay Zone of the City of Solana Beach's Zoning Ordinance which contains provisions regarding development of steep slopes. As noted previously, the site has been previously graded and is disturbed. Historical aerial photos provided by the applicant's geotechnical consultants demonstrate that there were several cut slopes on the site associated with a pre-Coastal Act farm access road across the southern part of the site. A slope analysis was also completed for the site which indicates some areas of the site contains steep slopes. Based on information from the applicant's biologist who visited the site, about 80% of the site is disturbed.

There are a few scattered native shrubs on site which were identified to be remnants of the chaparral that may have been the dominant vegetation type in the past. In addition, a very small patch of coastal sage scrub exists on a manufactured slope that forms the eastern boundary of the site. The patch consists of California buckwheat. However, there are numerous other non-native plants on site including iceplant on most of the slope areas. In the review of the project at the City of Solana Beach, the project was designed such that no development would occur beyond the 125-foot contour line since that portion of the site consists mostly of steeper slopes where there is some remnant native vegetation. Although minimal grading may occur at the periphery of this contour line, the area will be revegetated with native plantings upon completion of construction. In addition, the city approved a Mitigated Negative Declaration for the proposed development which included findings addressing biological resources stating: "The project site is vacant and grading activities have previously disturbed a majority of the native topography on site. As well, the site is surrounded by urban development. No significant impacts upon sensitive plants, wildlife, or habitat are anticipated from the proposed facility. Mitigation measures are neither recommended nor necessary." In summary, the proposed project will not involve any significant alteration of landforms nor impact sensitive biological resources. As such, the proposed project is consistent with Sections 30240 and 30251 of the Coastal Act.

3. Visual Resources. Sections 30250 and 30251 are applicable to the proposed project and state the following:

Section 30250

(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources....

Section 30251

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.... [Emphasis added]

The site consists of an east-facing lot with two relatively flat terraces and is visible from Interstate 5. There are no existing public views across the site to the ocean which would be blocked or affected by the proposed development. The subject site is vacant and the proposed self-storage structures will be compatible with the lower density residential uses to the south, and the commercial, office-research and storage uses to the north and east, including another self-storage facility immediately adjacent to, and north of, the proposed project. This adjacent self-storage facility was permitted pursuant to CDP #6-99-74 and is highly visible from Interstate-5 south, a major coastal access route. The proposed self-storage facility will be visible from Interstate-5 as well. For this reason, Special Condition #1 is attached which mirrors the City's requirements that the applicant paint the exterior of the proposed facility in an earth tone color (no bright or white shades) so that the proposed development will blend in with the surrounding area and not be visually obtrusive. The applicant must submit for Executive Director review and approval a color board depicting the range of colors that may be used on the exterior of the building. The condition also requires recordation of a deed restriction to ensure that future owners receive notice of the requirements of this condition.

With regard to landscaping, no conceptual landscape plan has been submitted with the project application. Therefore Special Condition #2 requires that the applicant submit a detailed landscape plan which includes additional landscaping along the eastern perimeter of the project to reduce the visual prominence of the structures as viewed from public areas to the east, including Interstate 5. The condition further requires that any disturbance to the site in the proximity of the 125-contour line shall be replanted with native plant materials, that the landscaping be maintained, and that the applicant submits a landscape monitoring report five years from the date of the issuance of the permit. If the monitoring report indicates that the landscaping is not meeting the performance standards specified in Special Condition #2, then the landscaping plan shall be revised. Any changes must be reported to the Executive Director and may require a permit amendment. Therefore, as conditioned, potential visual impacts associated with the proposed development are reduced to the maximum extent feasible, consistent with the visual resource policies of the Coastal Act.

4. Resource Protection/Water Quality. Section 30231 of the Coastal Act is applicable to the proposed project and states the following:

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.

The project site is vacant and unimproved. Existing runoff from the site currently flows as surface drainage along Stevens Avenue West, then south along Stevens Avenue to an existing 48-inch pipe which discharges into Stevens Creek approximately 500 feet south of Genevieve Street. Stevens Creek in this location consists of a 12-foot wide by 6-foot high rectangular concrete channel. This portion of the creek is lined for a short distance to the south where it turns in a westerly direction and then eventually drains to the San Dieguito River mouth where it meets the ocean. Downstream from the project site, in the area that is closer to the river and ocean, the creek is natural (i.e., not channelized). Although the portion of Stevens Creek near the project site itself is not a pristine, natural creek, polluted runoff entering the channel could harm any vegetation growing in the channel downstream, and will eventually reach coastal waters.

The site is currently comprised of an unimproved dirt lot and is proposed to be paved. As such, the proposed development is expected to generate additional runoff. Self-storage structures are a relatively low intensity use, so the amount of pollutants that will be introduced into runoff from the site is expected to be fairly low. However, to address potential downstream impacts, the applicant proposes to include several best management practices (BMPs) including construction of an underground detention system (underground pipes). Runoff will be collected in catch basins, routed to the underground detention system which will restrict the developed drainage and allow for pollution settlement. The entire system will then flow into a storm water separator system (i.e., a Baysaver System, CDS Continuous Deflective Separation Technology, or similar system) to remove silts, oils and pollutants. In addition, the project is designed to meet the design storm requirements for the 85th percentile storm and, as such, the proposed project is consistent with the federal, state and local requirements and standards. The Commission's water quality staff has reviewed the proposed BMP's and agrees that they are adequate. No off-site drainage improvements are required or proposed with the subject proposal. Special Condition #3 requires that the applicant properly maintain and operate the proposed water separator system according to the manufacturer's specifications. Therefore, with implementation of the above-cited BMP's, the proposed development will not result in adverse impacts to the biological productivity or quality of coastal waters, and the project is consistent with Section 30231.

5. Public Access/Traffic Circulation. Section 30252 of the Act is applicable to the proposed development and states the following:

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,

The subject site is located approximately 3/4 miles south of Lomas Santa Fe Drive, the nearest major coastal access route. Adequate off-street parking to serve the self-storage and small office will be provided. The project site is not within walking distance of the beach and there are no major public recreational facilities in the area which could be impacted by an "over-flow" of cars from the development. In past recent projects approved the Coastal Commission, there has been a concern raised about the traffic in the immediate area due to the proximity to the I-5/Lomas Santa Fe intersection which is presently operating at LOS F and its affect on the public to access the beach at the end of Lomas Santa Fe Drive. The applicant has had a detailed traffic study completed for the proposed project. Based on the findings of the study, the proposed project will generate a total of approximately 100 trips per day, based on the San Diego Traffic Generators Manual published by the San Diego Association of Governments (SANDAG). However, the traffic study further notes that detailed trip generation studies for similar self-storage facilities in southern California have shown that the actual trip generation rates are conservative and only generate about one-half those trips forecast using SANDAG rates. Trip generation rates for the project indicate that 6% of the total daily trips to the facility will occur in the AM peak hour and 9% in the PM peak hour. Therefore, most of the project generated trips (85%) will occur during the off-peak periods on the typical weekday. Although traffic data was not documented on the weekends, the applicant also owns and operates numerous self storage facilities throughout the county and has indicated that a significant portion of the business associated with this type of facility is conducted on the weekend. Traffic at the Lomas Santa Fe/I-5 intersection is less congested on weekends than on weekdays as most of the businesses, offices and schools in the area are closed on weekends.

It is important to emphasize that the concentrations of trips would not overlap with peak usage on the I-5/Lomas Santa Fe Interchange. Peak roadway conditions occur between the hours of 7:00 a.m. to 9:00 AM and between 4:00 and 6:00 in the PM peak period. As noted earlier, only 15% of the total traffic forecast by the proposed project would occur during this time period. Actual parking characteristics of a self-storage facility do not typically coincide with the roadway peak hours. Data collected for similar self-storage facilities indicate that the project peak hour for such a facility usually occurs between 2:30 to 3:30 PM on a weekday. In addition, in the morning, the greatest number of trips

into and out of the facility occur between 9:00 to 10:00 AM, which is outside of the peak usage in the area of 7:00-9:00 AM. The proposed self-storage facility will operate from 7:00 AM to 7:00 PM daily. In addition, the traffic study includes all other existing uses in the area as well as all approved or pending projects, not yet constructed in the project area (including the expansion and increase of student enrollment of the existing Santa Fe Christian School).

As noted above, the heaviest usage for the Lomas Santa Fe/I-5 intersection is from 7-9 AM and 4-6 PM; however, the proposed self-storage facility has a peak period of use from 9-10 AM and from 2:30-3:30 PM. As such it is not expected that the proposed self-storage facility will be adding vehicle trips to the streets during the peak hours when traffic is at its worst and when such impacts could adversely affect public access. Fletcher Cove Beach Park is a popular beach and recreation area located at the end of Lomas Santa Fe Drive approximately two miles west of the subject site. The intersection of Lomas Santa Fe Drive and I-5 is thus a major coastal access route and exit route from the freeway that provides access to the beach for visitors traveling from the north and south. In other studies that have been done for the county addressing peak beach use periods, the peaks have been noted to occur from 11 AM -1 PM and from 3-5 PM. As such, the proposed self-storage facility will slightly overlap with the afternoon peak beach use period. However, the amount of traffic generated from the proposed self-storage facility is so minute—only six trips in the morning and nine trips in the afternoon --that such a small increment of usage of the roadways should not result in any significant adverse impacts to traffic circulation in the area. Furthermore, most beach traffic is generated on the weekends and although the self-storage facility will get more use on the weekends than on the week days, all of the other businesses and schools in the immediate area are closed on the weekends and thus, such an overlap, is greatly offset by the reduction in traffic in this area on the weekends. As such, the LOS for the Lomas Santa Fe/I-5 intersection is not as heavy as it would be on a typical weekday. In addition, according to the traffic study, a lot of the use of the proposed self-storage facility will be generated by local patrons who are already in the area. In other words, the self-storage facility will not result in a significant increase in the number of trips to the I-5 intersection as much of the use will be by local residents rather than people traveling in from other areas.

Therefore, given that the proposed project will not result in a significant increase in trip generation rates for the area and that the peak usage for the facility will not overlap with the periods of worst traffic congestion at the I-5/Lomas Santa Fe interchange, the proposed project will not have an adverse impact on public access or recreation. As such, the Commission finds that the project is consistent with Section 30252 of the Coastal Act.

6. 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, as conditioned, such a finding can be made.

The site is zoned and designated Light Industrial in the City of Solana Beach General Plan and Zoning Ordinance, and Limited Industrial in the previously certified County of San Diego Local Coastal Program, which the Commission uses for guidance in review of development in the City of Solana Beach. The proposed project is consistent with these designations. Although the site is located within the City's Hillside Overlay zone contained in the City of Solana Beach's zoning ordinance, the proposed development is consistent with the provisions of that overlay zone as the site has been previously graded and disturbed and consists largely of non-native vegetation. As conditioned, the proposed project is consistent with all applicable Chapter 3 policies of the Coastal Act. Thus, the proposed development will not prejudice the ability of the City of Solana Beach to prepare a certifiable local coastal program.

7. 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 visual and water quality protection policies of the Coastal Act. Mitigation measures, including conditions addressing building exterior, landscaping and water quality, will minimize all adverse environmental impacts. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project is the least environmentally-damaging feasible alternative and is consistent with the requirements of the Coastal Act to conform to CEQA.

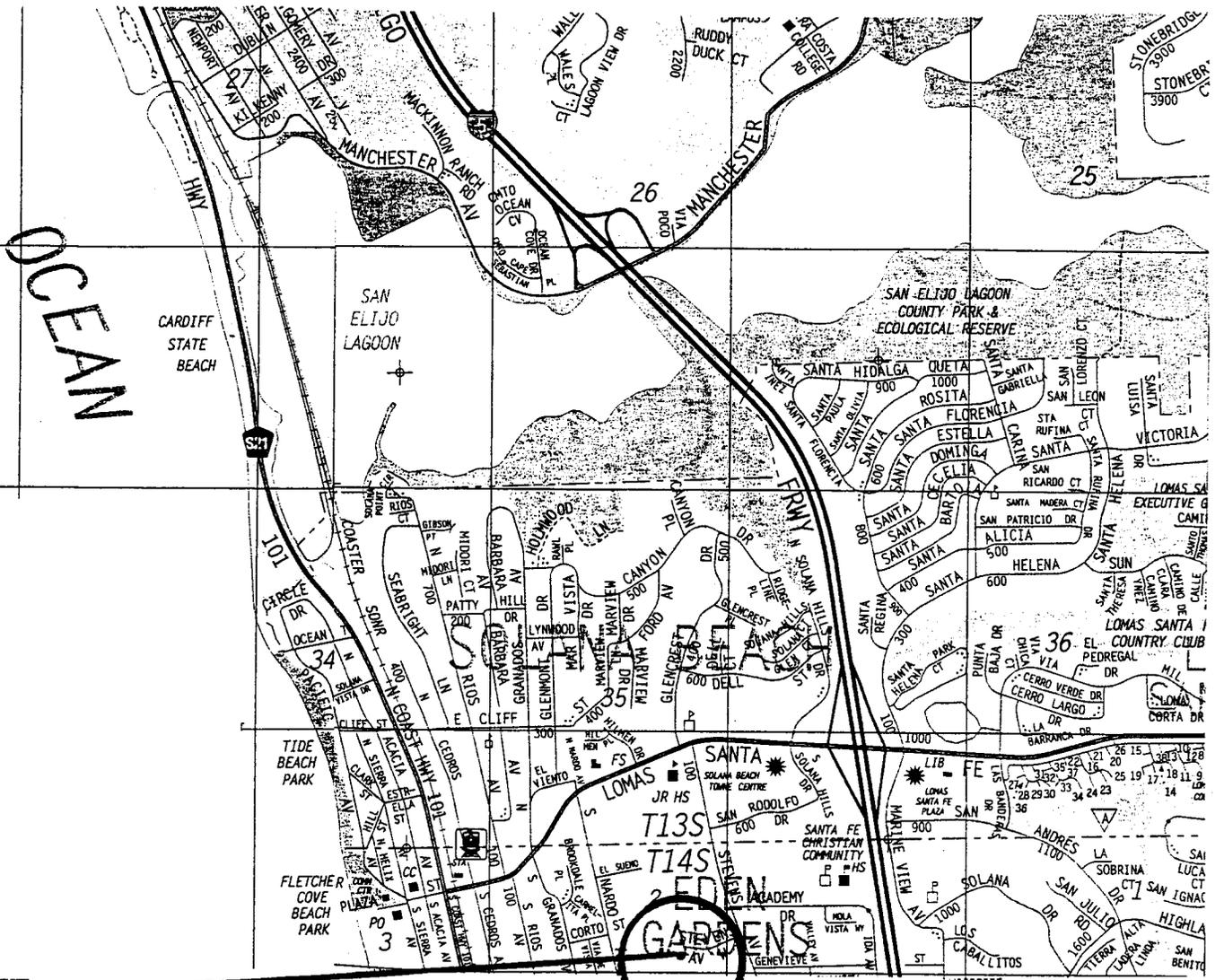
STANDARD CONDITIONS:

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.

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SITE

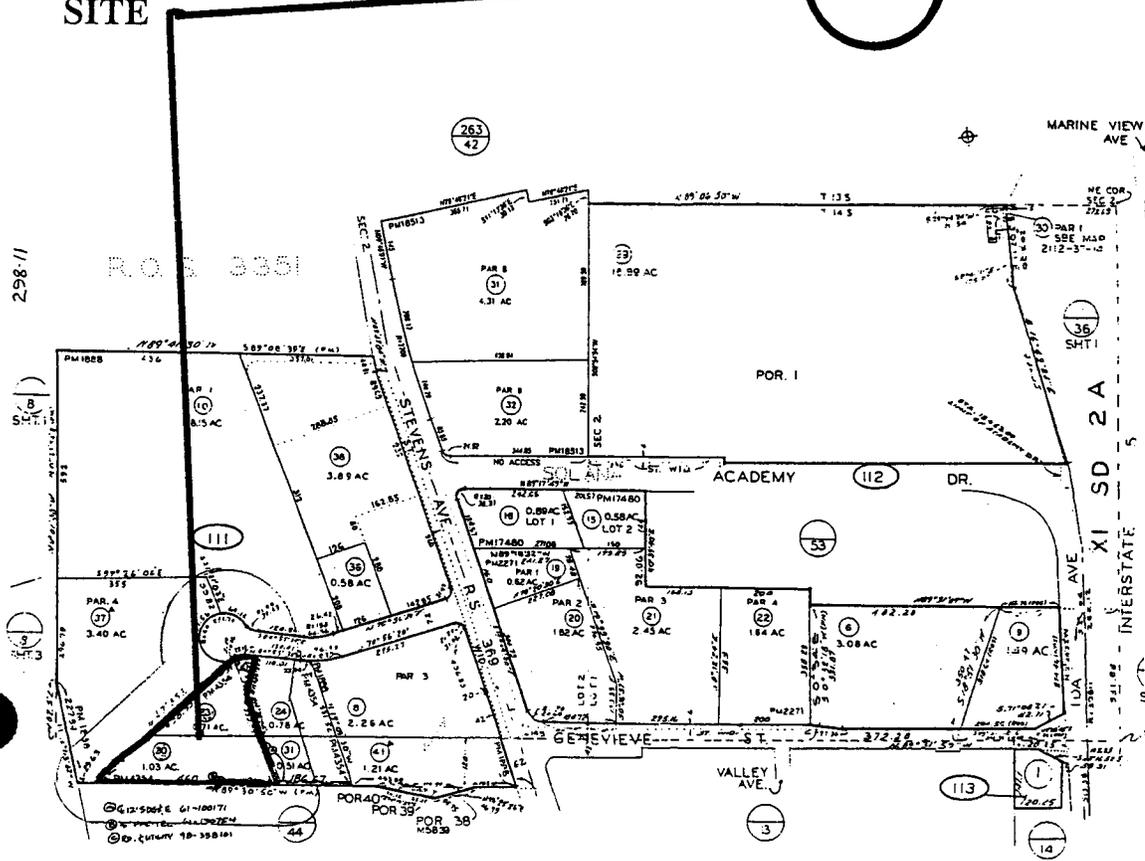
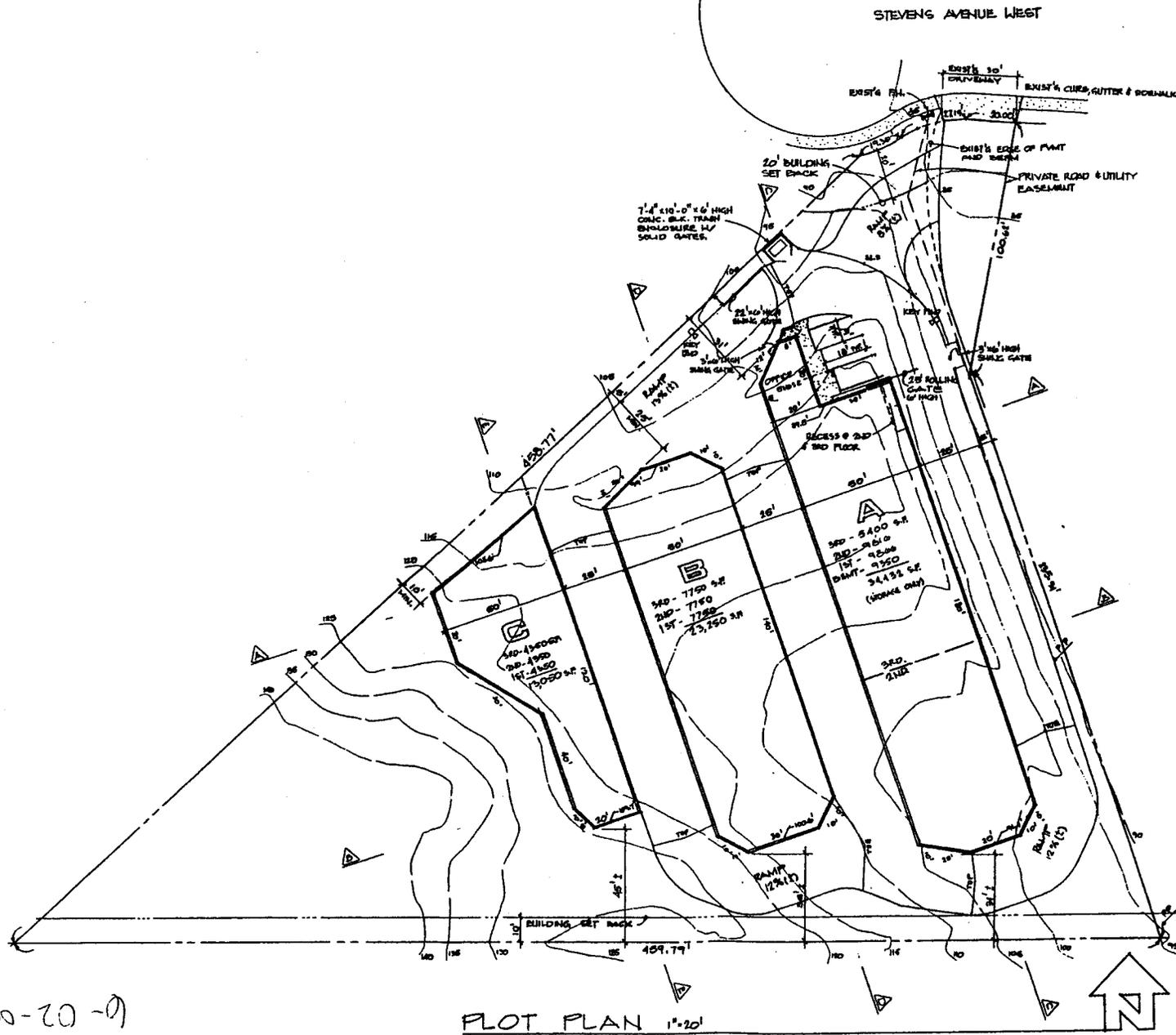


EXHIBIT NO. 1
 APPLICATION NO.
 6-02-41
 Location Map





STEVENS AVENUE WEST

SITE

VICINITY

PROJECT DATA

DEVELOPER: CARLO DEVELDTM
 45 TONY CARA
 P.O. BOX 1606
 RANCHO SANTA FE CA 92087
 TEL: (800) 756-3740

A.P.N.: 298-11-23 & 30
 ADDRESS: 432 STEVENS AVE WEST
 LEGAL: PARCEL 1 OF PARCEL MAP 4554, CITY OF SOLANA BEACH, COUNTY OF SAN DIEGO, FILED 12-30-75 FILE # 75-369231.

ZONE: L1
 OCCUPANCY: B & S-1
 CONSTRUCTION: I M (SPRINKLED)

LAND AREA: 75,794 S.F. (1.74 AC.)
 BUILDING AREA: 71,245 S.F. (.94 AC.)
 BUILDING COVERAGE: 21,480 S.F. (28.5%)
 PAVED AREA: 25,781 S.F. (34.0%)
 LANDSCAPE/OPEN SPACE: 18,563 S.F. (24.5%)

14A-20-9

PLOT PLAN 1"=20'

EXHIBIT NO. 2
APPLICATION NO. 6-02-41
 Site Plan
 California Coastal Commission

PROJECT TITLE
STEVENS AVE SELF STORAGE

PROJECT NO.
 0121

DATE	2-5-02
DRAWN CHG.	LFW
SCALE	1"=20'
DESCRIPTION	PLOT PLAN
SHEET	1
OF 4	



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