

**SOLANA BEACH CITY COUNCIL**  
**REDEVELOPMENT AGENCY AND PUBLIC FINANCING AUTHORITY**

JOINT **SPECIAL** MEETING

**MINUTES**

**MONDAY, FEBRUARY 11, 2008**  
**5:30 P.M.**

CITY COUNCIL CHAMBERS  
635 S. HIGHWAY 101,  
SOLANA BEACH, CALIFORNIA

The City Council acts as the City of Solana Beach Redevelopment Agency and the Public Financing Authority.

**CALL TO ORDER AND ROLL CALL:**

Mayor Kellejian called the meeting to order at 5:30 p.m.

**Present:** Kellejian, Roberts, Nichols, Campbell, and Heebner.

**Absent:** None.

**Also Present:** David Ott, City Manager  
Lisa Foster, Assistant City Attorney  
Leticia Fallone, Deputy City Clerk  
Lori Naylor, Project Consultant  
Dan Goldberg, Interim City Engineer

**FLAG SALUTE:**

Councilmember Heebner led the flag salute.

**APPROVAL OF AGENDA:**

**MOTION:** Moved by Roberts and seconded by Heebner to approve the agenda.  
**Motion carried unanimously.**

**PUBLIC HEARINGS:**

This portion of the agenda provides citizens an opportunity to express their views on a specific issue as required by law after proper noticing by submitting a

speaker slip (located on the back table) to the City Clerk. After considering all of the evidence, including written materials and oral testimony, the City Council must make a decision supported by findings and the findings must be supported by substantial evidence in the record. An applicant or designee for a private development/business project, for which the public hearing is being held, is allotted a total of fifteen minutes to speak, as per SBMC 2.04.210. A portion of the fifteen minutes may be saved to respond to those who speak in opposition. All other speakers have three minutes each. Please be aware of the three-minute timer light on the Council Dais.

**1. City Council Public Hearing Workshop to Review Potential Project Alternatives for the Mixed- Use Solana Beach Train Station Project (Cedros Crossing). (File 0600-40)**

Recommendation: That the City Council

- A. Receive the presentation and provide direction to the applicant and staff to return with the preferred parking garage alternative and associated beach replenishment components of the project with findings and conditions for final approval before proceeding with review and a decision on the remaining components of the project.

Mayor Kellejian stated that this was a public workshop to review the alternative project designs for the Solana Beach Mixed-Use Train Station Project. He stated that this project had gone through many public meetings and that there had been 215 days of public review time for the Environmental Impact Report (EIR) process.

David Ott, City Manager, stated that the proposed project consisted of three separate development projects, 1) construction and multi-level parking facility for North County Transit District (NCTD), 2) construction of integrated mixed-use development, and the 3) beach sand replenishment project. He stated that the deadline for the NCTD's six million dollar grant for the parking structure was June 30, 2008, that the City and the Coastal Commission would have to approve the parking facility, and that the Council could separate the approval of the three projects so that the applicant would have time to submit plans to the Coastal Commission. He stated that the purpose of the meeting would be for Greg Shannon, applicant, to present a reduced massing without theater (Plan A) project and also a revised project (Plan B). He stated that the applicant wanted to receive comments from the Council and public on the preferred elements of both projects, and that Council would not make any determinations on the commercial or residential portions of the project. He stated that Council would review the parking facility and beach sand replenishment projects at this meeting and that

the residential components of the project would be heard at a future meeting for project determination.

Council and City Manager discussion ensued regarding the project being broken down into three separate projects, whether separating the projects would be a problem for the Coastal Commission, and whether separating the beach sand replenishment and parking structure projects could be forwarded to the Coastal Commission if approved by Council at this meeting.

Greg Shannon, Shea Properties, applicant, presented a power point presentation on the two project alternatives, Plan A and B. He stated that Plan A was the project reviewed in the EIR and that Plan B was the result of meetings held with the Council Train Station Ad-Hoc Committee. He stated that he wanted direction on the circulation element, parking amounts, beach sand replenishment, site plan, design preferences, landscape concepts, view assessment compliance, and EIR compliance aspects of the projects. He stated that he could return to Council with additional information if needed, that the goal was to get a project approved that would work for the City, North County Transit District, and Shea Properties.

Greg Shannon, applicant, reviewed the site development locations for Plan A. He stated that this project no longer included the North Coast Reparatory Theater, that plan B differed in plan A that the "sense of place" was in front of the train station and that there was a turn around to accommodate buses. He stated that there were two phases in both projects, that there were differences in the number of parking spaces for Plan A and B, that the amount of office space and outdoor dining differed in the plans, and that there were less apartment units in Plan B. He stated that the parking garage was moved 10 ft to the east, and that the garage could also be moved in Plan A if desired. He reviewed the project design of both proposals, the elevations from various different angels, and the aesthetics of the projects. Greg Shannon, applicant, stated that by building the parking garage below grade parking would be more convenient for transit riders, that there would be elevators in the garage, that there would be various ways to get to the trainstation platform from the parking garage. He showed simulated photos of the projects to demonstrate the site plan, project design, elevations, and aesthetics of the projects.

Council discussion ensued with the Greg Shannon, applicant, regarding the set backs, grading, and aesthetics of the Plan B design option.

Greg Shannon, applicant, stated that the main difference between plan A and plan B was that Plan A had 141 apartment units and plan B had 127 apartment units. He reviewed different design styles that could be applied to each of the Plan options such as Mediterranean or California Contemporary and showed various examples from other Cities. He stated the he was requesting an

affordable housing density bonus, that at the very low income level a one bedroom apartment would rent for \$676, and that a two bedroom would rent for \$754. He stated that Plan A had more restaurants in the design, and that there would be more daily trips generated due to more restaurants. He stated that there would be three areas excavated under plan A, that beach sand replenishment would come from the train station garage, that there was more excavation from plan A than plan B, and that the top five feet of soil would not be suitable for beach sand replenishment.

Greg Shannon, applicant, stated that there were some elements from each of the design options that could be mixed and matched, that mixing and matching would create a ripple effect and affect other components of the project, that Shea properties was willing to build either plan A or B, and that the applicant wanted feedback from the Council on the two project options.

Mayor Kellejian recessed the meeting at 7:05 p.m.  
Mayor Kellejian reconvened the meeting at 7:15 p.m.

Council discussion ensued with Greg Shannon, applicant, regarding elevations of the parking garage on Plan A, that the screening materials shown for Plan B could also be used for Plan A, and that there could be green screens used on the vertical columns of the parking garage.

Mayor Kellejian opened the public hearing.

Frank Ferdon was not present when called.

Gordon Johns submitted a handout regarding concerns on the project. He stated that there were conditions to the project he wanted to see added and that the parking garage should be dedicated to NCTD and Amtrack transit riders.

Bruce Berend stated that the 517 parking spaces should be dedicated for transit parking spaces, that there should be additional parking spaces for transit employees, and that there should be additional parking spaces above the 517 for bicycles and motorcycles. He stated that there should be expansion planning for the garage to meet the goal of 800-1,000 parking spaces discussed in the EIR.

Jack Hegenauer stated that the applicant said he would install a real time electronic parking system to monitor available parking spaces in the garage, and that this was critical for the proper functioning of the garage. He stated that construction workers needed to park off-site, that there would be a daily need of 266 parking spaces for transit riders, that construction workers should not use the dirt shoulder for parking, that 150 spaces would be needed for the workers, and that a shuttle should be available to transport the workers to the project site.

Peter Lambrou stated that residents submitted a petition in 2004-05 regarding the closure of Cliff St., that on December 2005 Council had voted to close Cliff St. upon the issuance of a permit for the Train Station Project, that the intention was to prevent traffic from surrounding neighborhoods from using Cliff St. during the construction of the project, that Council should act on the 2005 vote and close Cliff St. at the time of issuing a permit to build the parking structure.

Torgen Johnson stated that there should be a minimum ten foot dedicated planter area free and clear of all structures along the entire front west side of the project, that there should be native plantings or drought tolerant trees that would grow large enough to cover 75% of the structure, and that the west façade of the parking structure should consist of colored concrete to match the color of the existing bluffs to assist in reducing the apparent mass of the structure.

Don Miller stated that as proposed there was one entrance to the parking structure, that there would be a lot of traffic getting in and out of the structure, and that the structure should be painted a different color annually.

Council and City Manager discussion ensued regarding which project would be reviewed at this meeting and that Council would be reviewing the reduced massing without theater project for comment.

Council and City Manager discussion ensued regarding the beach sand replenishment project, that a plan should be brought back to Council regarding where and when the sand would be placed at the beach.

Greg Shannon, applicant, stated that there was a Army Corps of Engineers application that included a specific plan regarding sand placement, that the Corps would not move forward without an approved EIR, and that he could provide the City with information that was provided to the Army Corps of Engineers.

Council discussion ensued regarding providing direction to Staff to bring a beach sand replenishment plan back to Council at a future meeting.

Council reviewed the concerns listed on the handout, submitted by speaker Gordon Johns, with the applicant.

1) Council discussion ensued regarding the use of the parking structure, that the parking structure should be dedicated to transit riders and that there should be enforcement for the parking garage to be used for the transit riders.

2) Capacity of Transit Garage: Council discussion ensued with the applicant on whether there were bicycle lockers at the garage, whether bicycle parking was included in the 517 parking spaces, that there should be 517 parking spaces for

cars and additional parking for bicycles, that Staff should bring back additional information to Council on how many bicycle parking spaces would be appropriate, and that the bicycle lockers should be protected from the elements.

Council discussion ensued with the applicant regarding whether there would be recharging stations for alternative fuel vehicles, that there were currently no plans in the project for recharging stations, and that Staff should bring back more information to Council on bicycle lockers and re-charging stations. Council directed Staff to research parking needs from the bicycle coalition and bring back information at a future meeting.

3) Capacity of Transit Parking for the entire site: Council discussion ensued regarding the 800-1,000 parking spaces required for the site as stated in the EIR, that there would be a requirement to provide that number of dedicated transit parking spaces by the planning horizon year of 2030.

Greg Shannon, applicant, stated that both project alternatives could accommodate 750 parking spaces and that there were only allowances for 517 spaces at this time.

Rick Howard, NCTD, stated that parking structure was only suited for transit riders, that an additional 283 spaces would be needed to satisfy Council's request, that NCTD could determine whether there would be a need for additional parking after the structure was built, and that it would be economically challenging to build 800 parking spaces at this time.

Council discussion ensued with Rick Howard, NCTD, regarding the minimum of 800 parking spaces that were required before the project was completed, that the project would not be completed until the parking was available, and that phase two of the project would be completed when there was funding identified for the parking.

4) Location of Parking Garage - Council discussion ensued regarding the location of the NCTD parking garage, that the surface should not be developed until the parking spaces are available, that the garage could be started further south, that the building could be moved to add parking under the building, and that moving the train station building would be possible.

5) Landscape buffer for parking garage: Council discussion ensued regarding the ten foot set back on Plan B, that other alternatives should be looked at to screen the parking garage, that remedies were needed for maintenance, and that a variety of trees should be used at the parking garage. Council directed Staff to bring back screening alternatives for the landscaping for the parking garage.

Lori Naylor, Project Consultant, stated that a project of this size was required to

submit detailed landscape plans to Council, that a ten foot set back would change the size of the sidewalk and would limit the walkway area.

Council discussion ensued regarding the amount of set back needed, that a minimum ten feet was required for planting trees due to the growth of the roots, and that limiting the width of the sidewalk needed to be addressed.

6) West facade of parking structure: Council discussion ensued regarding what concrete should be used at the site, that the concrete should have a natural look, and that the articulation of the parking structure should be taken into consideration.

7) Install Parking Management System: Council discussion ensued regarding the addition of the installation of a parking management system as a condition of the project.

8) Construction Parking: Council discussion ensued regarding the parking spaces required during the construction phase of the project, that there should be 150 parking spaces available for workers, that Staff should provide Council with more information on what type of shuttle system would be used, that the dirt shoulders for public right of way should not be used for parking or storage of construction materials and that 267 parking spaces would be used for transit users onsite and 150 parking spaces for construction workers.

Council discussion ensued with Greg Shannon, applicant, regarding other cities providing temporary closure of the right-of-way during construction of projects and that any allowances used by the City for construction projects would be available to the developer.

9) Charging for parking: Council discussion ensued regarding charging for parking at the garage, that there was no paid parking at this time, that if paid parking were proposed NCTD should pay for a study on paid parking, and that NCTD would have to come back to Council to propose any changes with the parking whether for paid parking or smart parking reservations.

10) Cliff St. Closure: Council discussion regarding the closure of Cliff St., that the condition applied to the construction phase of the project, that construction equipment should stay out of the surrounding neighborhoods, that bollards would have to be placed on the south side of Cedros, and that residents on the north end could still get out of the area without going through the construction area. Council directed Staff to bring back information regarding the best option of closure during the construction phase.

Greg Shannon, applicant, stated that there would be work on sewer connections, water connections, that there was a sink hole in that area, that he was concerned

about this, that it would require over excavation and compaction of that area, that it may create difficulty for traffic, and that the street may have to be closed for a period of time.

Council discussion ensued with Rick Howard, NCTD, regarding concerns about security during the construction process of the garage and after completion of the project, that there was already additional security built into the project plans, that NCTD would install a security system, that there would be onsite security 24 hours a day, that security was also a concern for NCTD personnel, and that there would be security cameras throughout the parking garage.

Council discussion ensued on the landscape design for the parking structure, that more trees could be planted on the top of the structure, that one tree per six spaces was recommended, that there were a lot of questions from the community, that a factual mailer for the community would be helpful, that the Ad-Hoc Committee had discussed a mailer for the community, and whether that there could be a flex car program to demonstrate smart growth principles.

Council discussion ensued on the entrance of the parking garage, that one entrance was not enough for the structure, and that Staff should discuss this with the developer.

Greg Shannon, applicant, stated that more entrances and exits would be best for the project, that one exit was planned for the project due to the traffic flow on Cedros, that the goal was for the project to be a smart growth project, and that the amount of exits for the project was analyzed before the project was planned.

**MOTION:** Moved by Roberts and seconded by Nichols to close the public hearing for the sand replenishment and parking garage projects. **Motion carried unanimously.**

Council discussion ensued regarding the conditions discussed at this meeting, that Council would be voting tonight to approve the conditions, and that the applicant should revise the project plans to include the conditions approved by Council.

Mayor Kellejian recessed the meeting at 9:10 p.m.  
Mayor Kellejian reconvened the meeting at 9:20 p.m.

David Ott, City Manager, stated that the conditions of approval would be tentatively scheduled to be brought back to Council at the February 27, 2008 City Council meeting. Council discussion ensued regarding a letter submitted from Mr. Merrill at the Department of Transportation Division of Rail in Sacramento, that the grant would be acted on at their May 28<sup>th</sup> 2008 meeting, that a resolution



was required from the City for the approval of the Environmental Impact Report and a resolution that the City would spend the grant funds on parking garage, that the City should speak with Mr. Merrill, regarding the requirements stated in the letter, that the parking garage had to be focused on by the City so the project could be submitted, and that the resolution on funding of the project should be sent by NCTD and not by the City.

Greg Shannon, applicant, stated that he had to review the letter that was submitted, that he was concerned about the cash flow funding of the project, that half the project was funded by the ground lease from the mixed-use portion of the project, that the developer would not know the cash flow of the project without knowing what the final project would be, that a Coastal Development Permit was required for the project, that the letter stated that a lot of information on the project was required by March 21<sup>st</sup>.

Council discussion ensued regarding the letter submitted, that NCTD should supply the Transportation Department the required information .

Greg Shannon, applicant, and Rick Howard, NCTD, stated that there were different cash flows for Plan A and Plan B, that the cash flow was dependent upon retail and mixed-use details for the project, and that only speculation could be given on the cash flow at this time.

Council discussion ensued regarding the two project options that were submitted at the meeting, that the "place" on plan B incorporated the mix of large and small buildings, that the train station could be used as a restaurant, there could be outdoor dining, the drop-off area was longer on plan B, that the 10 ft. set back along the site was good, and that the technology to monitor parking spacing in the garage was desired. Council stated concerns about the massing of the residential portion of the project, that the project was too massive on the north side, that three levels of above ground parking was a concern, that a lower train station building was preferred, that the project had to comply with all zoning requirements including the Highway 101 Specific Plan, that the City had not received any financial information from NCTD, and that the City was not committing any funds to the project at this time.

Council discussion ensued on the preferred aspects of Plan A and B projects, that Plan B had increased commercial space, that the mixing of commercial and residential was not compatible with the area and was too bulky, that the bulk, scale, and mass of the residential units had to be addressed.

Council discussion ensued with Greg Shannon, applicant, on the elevation of the residential units in relationship to Cedros Avenue.

Council discussion ensued regarding the affordable housing funds for the project,

that reserves were set aside for affordable housing, and that funds used would have to satisfy the Pearl Agreement.

Greg Shannon, stated that he had not amended the original application submitted, that the Plan B had different scale and massing than Plan A, and that the project had to generate a certain amount of funds for NCTD.

Council discussion ensued regarding the addition of a more commercial area to the project, that this would create the need for more parking and generate more traffic, that the Council could give suggestions on bulk, mass, and scale but could not design the project for the applicant, that the project should comply with all zoning codes, and that the bulk, mass, and scale of the project had to be reduced.

Council discussion ensued with David Ott, City Manager, regarding the Highway 101 Specific Plan in relationship to the project, and that the project did not meet the 60/40 ratio of the zoning ordinance.

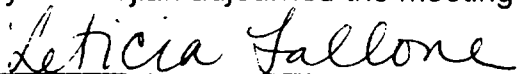
Greg Shannon, applicant, stated that he had spoken to numerous Staff members regarding the City's development standards, that Staff members interpreted the codes in different ways, that he had applied for an affordable housing density bonus, and that this was a State law that would override certain local laws.

Council discussion with David Ott, City Manager, and Lisa Foster, Assistant City Attorney, regarding density concessions, that the applicant would have to request a density bonus, that the developer had to demonstrate that the project would not be feasible with out the requested concessions.

**MOTION:** Moved by Heebner and seconded by Roberts to direct Staff to return to Council at a future meeting with findings and conditions for final approval of the parking garage and sand replenishment projects. **Motion carried unanimously.**

**ADJOURN:**

Mayor Kellejian adjourned the meeting at 10:02 p.m.

  
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Leticia Fallone, Deputy City Clerk

Approved: June 11, 2008