(R-90-287)

RESOLUTION NUMBER R-274141

ADOPTED ON AUGUST 1, 1989

WHEREAS, on March 16, 1989, the Planning Commission of The City of San Diego recommended approval of Tentative Map No. 88-0941 (Carmel Del Mar Hotel) submitted by Carmel Valley Partners for the subdivision of a 21-acre site into five lots for the commercial development of a 226 room hotel on Lot 1, a future 12,000 square foot restaurant on Lot 2, a 55,000 square foot office building on each of Lots 3 and 4, and no development on Lot 5, located on the east side of El Camino Real between Carmel Valley Road (SR 56) and Valley Centre Drive and is described as Parcels 2 and 3, Map No. 12871 and a Portion of the Southeast Quarter of Section 19, Township 14 South, Range 3 West, SBBM, in the North City West Community Plan area, in the VC (Visitor Commercial), EC (Employment Center) and Coastal zones; and

WHEREAS, the matter was set for public hearing on August 1, 1989, testimony having been heard, evidence having been submitted, and the City Council having fully considered the matter and being fully advised concerning the same; NOW, THEREFORE,

BE IT RESOLVED, by the Council of The City of San Diego, that this Council adopts the following findings with respect to Tentative Map No. 88-0941:

1. The map proposes to subdivide a 21.0-acre site into five lots for visitor commercial and employment center development.

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This type of development is consistent with the General Plan and the North City West Community Plan and the North City West Neighborhood 5 Precise Plan which generally designate the area for VC (Visitor Commercial) and EC (Employment Center) use. The proposed map will retain the community's character by encouraging orderly, sequential development compatible in its intensity with surrounding existing and future land development.

2. The design and proposed improvements for the map are consistent with the zoning/development regulations of the VC and EC zones (North City West Planned District Ordinance), except for paragraph "a" below in that:

a. All lots have minimum frontage on a dedicated street, however all lots are not open to and usable by vehicular traffic. Incoming vehicular traffic to Lots 1, 2, 4 and 5 is proposed to cross Lot 3. Existing traffic for all lots is proposed to cross Lot 5.

A variance is being granted for the reciprocal access because the project is being comprehensively designed under a development plan with the development on all lots to function as a unit. Based on this, adjacent properties will not be adversely affected.

b. All lots meet the minimum dimension requirements of the VC and EC zones, except for parking. Variances are being granted for Lot 1 (179 spaces are proposed where the VC zone requires 249 spaces) and Lot 2 (86 spaces are proposed where the VC zone requires 87 spaces). A variance is being granted because the project is being comprehensively designed under

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the accompanying development plan, and 612 spaces are proposed where the VC and EC zones require 612 spaces. Based on this, the adjacent properties will not be adversely affected.

c. All lots are designed so that required improvements do not result in nonconforming lots in respect to building area, setbacks, side yard and rear yard regulations.

d. Development of the site is controlled by Development Permit No. 88-0941.

3. The design and proposed improvements for the subdivision are consistent with State Map Act Section 66473.1 regarding the design of the subdivision for future passive or natural heating and/or cooling opportunities.

4. The site is physically suitable for visitor commercial and employment center development. The harmony in scale, height, bulk, density and coverage of development creates a compatible physical relationship to surrounding properties for which this area has been planned.

5. The site is physically suitable for the proposed intensity and density of development. This is consistent with the community plan which provides for visitor commercial and employment center development.

6. The design of the subdivision and the proposed improvements will not cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat based upon the the findings of Negative Declaration No. 88-0941, which is included herein by this reference.

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7. The design of the subdivision and the type of improvements will not likely cause serious public health problems inasmuch as needed public services and facilities are available or required by condition of this map to provide for water and sewage facilities as well as other related public services.

8. The design of the subdivision and the type of improvements are such that they will not conflict with any easements, acquired by the public at large, for access through or use of property within the proposed subdivision as demonstrated by the City Engineer's request for public dedications and adequate improvement on the proposed subdivision map.

9. The property contains a street which must be vacated to implement the final map in accordance with San Diego Municipal Code section 102.0307.

The above findings are supported by the minutes, maps and exhibits, all of which are herein incorporated by reference.

BE IT FURTHER RESOLVED, that the decision of the Planning Commission is sustained, and Tentative Map No. 88-0941 is hereby granted to Carmel Valley Partners, subject to the conditions attached hereto and made a part hereof.

APPROVED: JOHN W. WITT, City Attorney

By Frederick C. Conrad
Frederick C. Conrad
Chief Deputy City Attorney

FCC:lc
09/13/89
Or.Dept:Clerk
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CITY COUNCIL CONDITIONS
FOR TENTATIVE MAP NO. 88-0941

1. This tentative map will expire on August 1, 1992, in conjunction with the accompanying Development Plan.

2. The "General Conditions for Tentative Subdivision Maps" filed in the office of the City Clerk under Document No. 767688 on May 7, 1980, shall be made a condition of map approval. Only those exceptions to the General Conditions which are shown on the tentative map and covered in these special conditions will be authorized.

   All public improvements and incidental facilities shall be designed in accordance with criteria established in the Street Design Manual, filed with the City Clerk as Document No. 769635.

3. The subdivider must provide a geological reconnaissance report on the subject property to determine the stability of the soil. All slopes shall be constructed in accordance with the provisions of San Diego Municipal Code Section 62.0410 et seq.

4. Undergrounding of existing and/or proposed public utility systems and service facilities is required according to San Diego Municipal Code Section 102.0404, Subsection 2.

5. Carmel Valley Road is designated as a six-lane primary arterial street with the possibility of being converted to a freeway. In connection with this subdivision, the subdivider shall dedicate 61 feet of right-of-way adjacent to the subdivision as half of the primary arterial street. In addition, the subdivider shall dedicate portions, adjacent to the dedicated Carmel Valley Road right-of-way, for use by CalTrans. The area and configuration of these portions shall be satisfactory to CalTrans and shall include the additional right-of-way required for the ultimate freeway and the required interchanges.

   The 61 feet of dedicated right-of-way shall be graded full-width and the grading shall extend three feet beyond the Carmel Valley Road right-of-way into the adjacent portions, as required by CalTrans.

   The design of the improvements to be constructed in Carmel Valley Road adjacent to the subdivision shall be satisfactory to both the City Engineer and CalTrans. The improvements will consist of a 44-foot-wide Schedule I paved roadway located seven feet northerly of the centerline of the ultimate right-of-way with the area between the right-of-way and the ultimate centerline paved with two-inch AC paving on native material. AC berm shall be constructed at the outside edge of the roadway and on the two-inch AC paving five feet from the centerline. The design shall be to a 60 MPH minimum design speed with a minimum

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centerline radius of 1,750 feet and a maximum grade of six percent. A five-foot-wide AC sidewalk shall be constructed on the northerly side, at a location satisfactory to the City Engineer.

Council approval of the final maps for all of the units within the tentative map abutting Carmel Valley Road shall be withheld until approval of the alignment, grade, and geometrics of Carmel Valley Road and the associated interchanges is received from CalTrans.

6. The improvements of Carmel Valley Road adjacent to this subdivision may be deferred for up to six years through a bonded agreement. If this alternative is chose by the subdivider, the subdivider shall, in connection with Council approval of the final map:

   a. Design these improvements in a manner satisfactory to the City Engineer and to CalTrans.

   b. Enter into a bonded agreement, not to exceed six years, whereby the subdivider agrees to construct these improvements when and if required by the City Engineer.

   At any time during the period of the agreement, if the City Engineer determines that the improvement of Carmel Valley Road is to be completed by CalTrans or others, or is to be deferred beyond the period of the agreement, the subdivider may satisfy the obligations of the agreement by paying to the City an agreed amount for the future construction of this improvement. The amount and method of payment are to be approved by the City Engineer.

7. Valley Center Drive (Carmel View Road) is classified as a four-lane collector within a 98-foot-wide right-of-way constructed to major street standards. The subdivider shall provide full half-width improvements adjacent to this site, including curb, a five-foot-wide sidewalk, and additional paving as necessary, satisfactory to the City Engineer.

8. El Camino Real is classified as a six-lane major street. The subdivider shall close the existing median break at Old Carmel Valley Road and construct a standard driveway for the project entrance. A deceleration lane may be constructed, but it is not required at this time. All improvements are to be constructed in a manner satisfactory to the City Engineer.

9. Water and Sewer Requirements:

   a. Modify existing pressure-reducing station located on Carmel Valley Road west of Sorrento Valley Road, in a manner satisfactory to the Water Utilities Director. Modification may require additional reducing station. Modification shall provide water service to both the Arroyo Sorrento 420 Zone and the Carmel Valley 330 Zone

from the existing 24-inch pipe west of the freeway. The 16-inch main in Carmel Valley Road west of Old El Camino Real may remain temporarily in the 420 Zone, but piping shall be installed to allow future use of the 16-inch main in the 330 Zone. As a minimum, install new 16-inch main under the I-5 freeway.

b. Install fire hydrants at locations satisfactory to the Fire Department and to the City Engineer.

c. Provide water and sewer service laterals to each lot.

d. The subdivider shall provide an agreement satisfactory to Facilities Financing and to the Water Utilities Department verifying that the North City West FBA Project No. 21-8 30-inch water line will be constructed prior to the 7,000th equivalent dwelling unit of construction in North City West.

10. This subdivision is in a community plan area designated in the General Plan as Planned Future Urbanizing. As such, special financing plans have been established to finance the public facilities required for the community plan area.

    Therefore, in connection with Council approval of the final map, the subdivider shall comply with the provisions of the financing plan then in effect for this community plan area, in a manner satisfactory to the City Engineer. This compliance shall be achieved by entering into an agreement for the payment of the assessment, paying a facilities benefit assessment, or such other means as may have been established by the City Council.

11. This tentative map is within the North City West Community for which a Transportation Phasing Plan has been incorporated in the Public Facilities Financing Plan. Contained within this plan are individual traffic facility improvements. Before predetermined thresholds of development may be exceeded, the City Engineer must be satisfied that these improvements are either:

    a. Completed;

    b. Under contract;

    c. Bonded;

    d. Scheduled and funded for construction in the immediate fiscal year of the City's Capital Improvement Program; or

    e. Scheduled and funded for construction in the immediate fiscal year of the State Transportation Improvement Program (STIP).

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The subdivider is advised that issuance of Building Permits may be limited or otherwise withheld because of unsatisfied thresholds in the Phasing Plan. The filing of a final map does not guarantee that building permits will be issued for properties within the final map area. A copy of the North City West Public Facilities Financing Plan may be viewed or purchased at the office of the City Engineer.

12. Prior to the recordation of the final map, the subdivider shall obtain a Coastal Permit from the City of San Diego for this project. No grading shall occur on the site until a Coastal Permit has been issued.

13. Concurrent with the recordation of the final map, a reciprocal access and parking agreement shall be created by separate instrument to the satisfaction of the Planning Director.

14. All rights-of-way required to be dedicated with this map must be free and clear of all encumbrances and prior easements. The subdivider must secure from an easement grantee a subordination agreement for distribution facilities located within the dedication or, in the case of major transmission facilities, a joint-use agreement.

15. The final map shall conform to the provisions of Planned Development No. 88-0941.

16. This subdivision may be subject to payment of School Impact Fees at the time of issuance of building permits as provided by California Government Code Section 53080(b) (Statutes of 1986, Chapter 887) in accordance with procedures established by the Director of Building Inspection.

17. This community may be subject to impact fees as established by the City Council at the time of issuance of building permits.

Passed and adopted by the Council of The City of San Diego on AUG 1 1989, by the following vote:

Council Members	Yeas	Nays	Not Present	Ineligible
Abbe Wolfsheimer	☑	☐	☐	☐
Ron Roberts	☐	☐	☑	☐
Gloria McColl	☐	☐	☑	☐
H. Wes Pratt	☑	☐	☐	☐
Ed Struiksma	☑	☐	☐	☐
J. Bruce Henderson	☑	☐	☐	☐
Judy McCarty	☐	☐	☑	☐
Bob Filner	☑	☐	☐	☐
Mayor Maureen O'Connor	☑	☐	☐	☐

AUTHENTICATED BY:

MAUREEN O'CONNOR,
Mayor of The City of San Diego, California.

(Seal)

CHARLES G. ABDELNOUR,
City Clerk of The City of San Diego, California.

By June A. Blackwell, Deputy.

Office of the City Clerk, San Diego, California

Resolution Number R-274141 Adopted AUG 1 1989

CC-1276 (Rev. 12-87)