

DATE ISSUED: May 22, 2002

REPORT NO. 02-114

ATTENTION: Honorable Mayor and City Council  
Docket of May 28, 2002

SUBJECT: Inn at La Jolla Condominiums - Project No. 1097, Tentative Map with Street and Easement Vacations No. 5136 - Coastal Development Permit No. 5134 - Planned Development Permit No. 5133 - Site Development Permit No. 5135 - Council District 1- Process Five

REFERENCE: Report to Planning Commission No. P-02-030

OWNER/  
APPLICANT: La Jolla Shores L.P. (Attachment 10)

### SUMMARY

Issues - 1) Should the City Council, approve the proposed Coastal Development Permit (CDP)/Planned Development Permit (PDP)/ Site Development Permit (SDP)/Vesting Tentative Map (VTM), and Street and Easement Vacations for the demolition of existing hotels, a restaurant, and commercial structures, the vacation of a portion of Chelsea Avenue, the vacation of Colima Street between La Jolla Boulevard and Chelsea Avenue and the vacation of an existing sewer easement? Also should City Council approve the construction of a mixed residential/commercial project, which would consist of 14, one, two and three story buildings with subterranean parking to total 265,070 square feet of gross floor area, with 5,900 square feet of commercial use and 259,170 square feet of multi-family residential use including 139 dwelling units on a 4.20 acre site at 5450 La Jolla Boulevard?

### Manager's Recommendations -

1. Approve certification of Mitigated Negative Declaration No. 41-0481.
2. Adopt Mitigation, Monitoring and Reporting Program No. 41-0481.
3. Approve the Street Vacation of a portion of Chelsea Avenue, the Street Vacation of Colima Street, between La Jolla Boulevard and Chelsea Avenue, and the vacation of an existing sewer easement.
4. Approve Project No. 1097, [VTM No. 5136/CDP No. 5134/PDP No. 5133/SDP (for the La Jolla Planned District) No. 5135] (Attachments 6-8).

Planning Commission Recommendation - Recommend to the City Council that they approve staff's recommendations, certify the MND, adopt the MMRP, and approve Project No. 1097, with the following recommendations:

Revisions read into the record for Condition No. 49 of the draft permit to be modified to

read, "Prior to the issuance of any building or grading permits, the developer shall abandon the existing 21" sewer main that traverses the site or obtain special approval satisfactory to the Metropolitan Waste Water Director."

The project should incorporate an exit-only driveway, exiting from the parking structure onto Midway Street, coupled with the installation of some type of intersection control prior to occupancy.

That the Council consider switching the parking on Chelsea Avenue to the east side of the street, as opposed to the west side, to provide for additional parking in this beach-impacted area (This matter shall not be a condition of approval for this project).

Revise Condition No. 16 of the draft permit to include "That the Colima scenic overlook is provided with unobstructed public access;" and,

That Best Management Practices be incorporated at the grading permit stage.

Community Planning Group Recommendation - The La Jolla Community Planning Association voted 8-3-1, on December 6, 2001, to recommend approval of the project (Attachment 9).

Environmental Impact - Mitigated Negative Declaration No. 41-0481 has been prepared for this project in accordance with State CEQA guidelines. A Mitigation Monitoring and Reporting Program has been prepared which contains mitigation that would reduce the potential for impacts to Noise, Hydrology/Water Quality, Historical Resources (Archeology), and Paleontological Resources to a level below significance.

Fiscal Impact - All costs associated with the processing of this application are recovered from a deposit account maintained by the applicant.

Code Enforcement Impact - None with this action.

Housing Affordability Impact - None with this action. The project does not propose the demolition of any residential structures and therefore meets the exemption criteria of San Diego Municipal Code Section 143.0820. Although this project does not have an affordable housing element, it will help the City with its housing shortage by adding 139 dwelling units to existing stock.

Traffic Impact - The existing uses on the project site are estimated to generate approximately 1640 Average Daily Trips (ADT). The proposed project which would replace the existing uses, would generate approximately 1100 ADT, 540 ADT less than the existing uses on the site. This project is also reducing the number of the driveways along La Jolla Boulevard to one driveway for access and one driveway for sewer easement access. Adjacent streets to the proposed project will function at an acceptable level of service "D" with or without the project. The project is anticipated to be completed for occupancy in early 2004.

Water Quality Impact - The project will include the installation of a CDS filtration unit at a

location near the northwest corner of the project, prior to discharging into the Midway Street storm drain. The combination of the CDS unit, which will filter storm water from the route surfaces and the pedestrian and minor parking surfaces, together with the elimination of most parked cars from exposure to storm water, due to the subterranean parking garage, the proposed project would significantly improve quality of the storm water from this site.

Title 24 Energy Statement - The proposed project will take part in the SDG&E Home Energy Partnership Program in the technical design phases to ensure that the project is built to a higher standard for energy efficiency. The goal is to achieve at least 15% better performance than California's Title 24 energy requirements. The components that will be evaluated will be building orientation, building skin, the heating, ventilating, air conditioning system, appliances and equipment.

## BACKGROUND

The project site lies within Zone 4 of the La Jolla Planned District, the RM-5-12 zone, the RM-3-7 zone, the Coastal Overlay (nonappealable area), Coastal Height Limit Overlay, and the Parking Impact Overlay zones. The site is located at the southwest corner of Midway Street and La Jolla Boulevard, from 5390 through 5474 La Jolla Boulevard.

The 4.20 acre property is currently developed with two hotels containing 56,366 square feet of gross floor area and 85 guest rooms, one 5,421 square foot vacant restaurant, and 5,789 square feet of retail space, approximately one-half of which is currently vacant. The proposed project site also contains a paper street, Colima Avenue, which is an unimproved paved access to the side of both hotels. Both hotels are in full operation. Information from the applicant indicates that last year the hotels were occupied a combined 20,000 room nights. For 85 hotel rooms, that is an average of each hotel room occupied at least 235 nights out of 365. The south hotel is the "La Jolla Shores," and the north hotel is the "Inn at La Jolla."

### **Community Plan Context**

The proposed project is located in the Bird Rock neighborhood of La Jolla, in the La Jolla Community Planning area (Attachment 1). The 4.20 acre site is at the southwest corner of Midway Street and La Jolla Boulevard in Zone 4 of the La Jolla Planned District, the RM-5-12 zone and the RM-3-7 zone. The majority of the site is designated for medium density residential uses at 14-43 dwelling units per acre. This area is located in the RM-5-12 and RM 3-7 zones. A lesser portion of the site (the northerly five lots fronting on La Jolla Blvd and the one lot behind the southernmost of these lots, for a total of six lots) is designated for Neighborhood Commercial uses in the La Jolla Community Plan and is identified as Zone 4 of the La Jolla Planned District. The proposed project is consistent with these land use designations and is proposed to be developed with an overall residential density of 33 dwelling units per acre.

The Commercial Element of the adopted La Jolla Community Plan recommends that the commercial space proposed in the Bird Rock Neighborhood Center should provide off-street parking which does not require curb cuts along La Jolla Boulevard. The proposed project is consistent with this recommendation, as it would close the nine existing curb cuts on La Jolla Boulevard and install one new 34'-0" wide driveway for access to the development and a 12'-0" wide driveway for limited access to the new sewer easement.

The project fulfills the stated La Jolla Community Plan recommendation for Planned Residential Developments by achieving a density approaching the maximum legally allowed in the underlying zone while also providing a significant benefit to the public (page 24). The proposed project would include the dedication of a public access easement west of La Jolla Boulevard, along the natural extension of Colima street to the east of La Jolla Boulevard. This public access easement would lead to a scenic overlook. Although the dedicated portion would be at five feet in width, the developer is proposing that separation of buildings in this area remain at greater than twenty feet, to further enhance a possible public view. In addition, the developer, through design, has provided two additional views through the development site. There would be a 40'-0" wide view at the driveway entrance, central to the site, and there would be a 20'-0" wide view at a new sewer easement, next to the residential development to the south.

### PROJECT DESCRIPTION

The Inn at La Jolla Condominium project proposes 259,170 square feet of residential uses, including 139 multi-family dwelling units, and 5,900 square feet of commercial uses on a 4.20 acre site. The project would also include the vacation of the easterly nine to twelve feet of Chelsea Avenue and all of Colima Street, between La Jolla Boulevard and Chelsea Avenue.

The development site is bounded by Midway Street to the north, private residential development to the south, La Jolla Boulevard to the east, and Chelsea Avenue to the west. The access to the development would be taken from a thirty-four foot wide driveway on La Jolla Boulevard that is central to the proposed site. The Vesting Tentative Map would divide the project site into two lots.

The 5,900 square feet of commercial use would occur at the corner of La Jolla Boulevard and Midway Street in compliance with the Zone 4 regulation of the La Jolla Planned District, which requires retail uses within fifty percent of the ground floor area, and a maximum of fifty percent of office uses of the ground floor area. The commercial use for this project is consistent with the Planned District Ordinance.

The residential uses on site are regulated as follows: Zone 4 of the La Jolla Planned District allows a dwelling unit density of 29 dwelling units per acre, or 17 dwelling units. The RM-5-12 zone allows 1 dwelling unit per 1,500 square feet of lot area, or 64 dwelling units. The RM-3-7 zone allows 1 dwelling unit per 1,000 square feet of lot area, or 60 dwelling units. The proposed project would include a Planned Development Permit to allow the density to be distributed without regard to existing lot boundaries, and the 139 proposed total dwelling units would be distributed as follows: 21 units in Zone 4, 64 units in the RM-5-12 zone and 54 units in the RM-3-7 zone.

The proposed project also includes 323 vehicle parking spaces. Ten spaces would be provided on grade for the commercial uses and 313 would be provided in two subterranean garages. The required parking for the development is 282 spaces.

### DISCUSSION OF ISSUES

The Inn at La Jolla Condominium project proposes 259,170 square feet of residential uses,

including 139 multi-family dwelling units, and 5,900 square feet of commercial uses on a 4.20 acre site. The project would also include the vacation of the easterly nine to twelve feet of Chelsea Avenue, all of Colima Street, between La Jolla Boulevard and Chelsea Avenue and an existing sewer easement.

The project review included an Historical Assessment Report and Addendum which was reviewed by staff to the Historic Resources Board (HRB) and the Design Assistance Review Committee of the HRB. According to Board procedures, the project was heard by the lower committee and was not required by the Committee to be heard by the full Board. The applicant has agreed to Condition No. 17, which will require the owner/permittee to prepare photographs of the existing development, buildings, and construction and ornamental details, along with a site plan and a landscape plan, at 1/4" or other scalable size. When submitted, this information shall be turned over to the La Jolla Historical Society by the City Manager.

The project does contain deviations. The required front yard setback along La Jolla Boulevard varies from 0' in Zone 4, to 15'-0" in the RM-5-12 zone, and 20'-0" standard and 10'-0" minimum in the RM -3-7 zone. The proposed project deviates in the RM-5-12 and the RM-3-7 zones, with a minimum setback of 5'-0." The setback deviation is provided to enhance the street presence of the project and to foster a walkable community. In addition, the driveway proposed for access to the project is 34'-0" in width where 20'-0" maximum is allowed. The wider driveway is proposed to provide improved access for the number of units and commercial space proposed. The project would close nine existing driveways and install two new driveways which would provide more on street parking.

There are public benefits associated with this project. The applicant has agreed to provide a five foot wide public access easement with a disabled-accessible pathway, from the public sidewalk on the west side of La Jolla Blvd, to a publically-accessible Scenic Overlook near the westerly site bluff edge. This easement shall be generally in alignment with Colima Street, as it exists on the east side of La Jolla Blvd. A small (approximately one-foot square) sign will identify this publically-accessible Scenic Overlook at the juncture of the public sidewalk and the pathway.

The applicant has met numerous times with different La Jolla community groups, including the Bird Rock Community Council, the La Jolla Town Council, Chelsea Avenue residents, and the officially recognized community planning group, the La Jolla Community Planning Association. Many of the community's concerns have been incorporated into the proposed project, including a 40'-0" setback of the third story walls along Chelsea Avenue, and providing views through the project. On December 6, 2001, the La Jolla Community Planning Association voted 8-3-1 to recommend approval of the proposed project.

#### PLANNING COMMISSION RECOMMENDATION

The proposed project was heard by the Planning Commission on March 7, 2002. The Commission recommended to the City Council, approval of staff's recommendation with the following revisions:

- 1.Revisions read into the record for Condition No. 49 of the draft permit to be modified to read, "Prior to the issuance of any building or grading permits, the developer shall abandon the existing 21" sewer main that traverses the site or obtain special**

**approval satisfactory to the Metropolitan Waste Water Director.”**

Condition No. 49 of the draft Coastal Development, Planned Development, and Site Development Permit has been modified as recommended.

**2.The project should incorporate an exit-only driveway, exiting from the parking structure onto Midway Street, coupled with the installation of some type of intersection control prior to occupancy.**

The applicant has evaluated this recommendation, and determined that the modification could be accomplished with an egress only exit onto Midway Street. The revision would require that a one-bedroom residential unit adjacent to Midway Street would be relocated to a studio residential unit adjacent to La Jolla Boulevard. This alternative reduces the number of parking spaces provided by one space, however the proposed 322 parking spaces exceed the 282 required. Plan sheets showing this possible modification have been provided as an attachment (Attachment 12).

**3.That the Council consider switching the parking on Chelsea Avenue to the east side of the street, as opposed to the west side, to provide for additional parking in this beach-impacted area. (This matter shall not be a condition of approval for this project.)**

The switching of the parking on Chelsea Avenue to the east side of the street could be supported by staff. The project was designed with no parking on the east side at the request of Chelsea Avenue residents who desired to retain the parking on the west side and discourage any parking on Chelsea and access to units from Chelsea by the project residents.

**4.Revise Condition No. 16 to include “That the Colima scenic overlook is provided with unobstructed public access.”**

Condition No. 16 has been revised in the draft permit to state: "Prior to the issuance of any building permit, the owner/permittee will provide a minimum five foot wide, unobstructed public access easement with a disabled-accessible pathway from the public sidewalk on the west side of La Jolla Blvd to a publically-accessible Scenic Overlook near the westerly site bluff edge. This easement shall be generally in alignment with Colima Street, as it exists on the east side of La Jolla Blvd. A small (approximately one foot square) sign will identify this publically-accessible Scenic Overlook at the juncture of the public sidewalk and the pathway. " In addition the draft Vesting Tentative Map resolution has been modified to include Condition No. 17 with identical wording as in the draft permit.

**5.That Best Management Practices be incorporated at the grading permit stage.**

The Vesting Tentative Map resolution has been modified to include Condition No. 32 which states: "The subdivider shall show the type and location of all post-construction BMP's on the final construction drawings. By a separate report, the subdivider shall address the BMP's maintenance schedule, maintenance costs and who will be responsible for the future maintenance and associated costs. The report also needs to address water quality.

Describe the type of pollutants that will be generated post development, the pollutants to be captured by the BMP's and the quality of the resultant discharge."

Further, the Vesting Tentative Map exhibit has been revised to reflect the regulations including the installation of a CDS filtration unit at a location near the northwest corner of the project, prior to discharging into the Midway Street storm drain. The combination of the CDS unit, which will filter storm water from the route surfaces and the pedestrian and minor parking surfaces, together with the elimination of most parked cars from exposure to storm water, due to the subterranean parking garage, the proposed project would significantly improve quality of the storm water from this site.

Additional Conditions have been added to the Vesting Tentative Map resolution including Condition No. 18, for the provision of shared access and parking between the lots, and Condition No. 26, which would require the replacement of any damaged or missing curb, gutter or sidewalk on Midway Street along with the installation of pedestrian ramps, as required.

Staff continues to support, both the proposed project and a revised project with the driveway and parking revisions recommended by the Planning Commission.

Respectfully submitted,

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Tina P. Christiansen, A.I.A.  
Development Services Director

Approved: P. Lamont Ewell  
Assistant City Manager

CHRISTIANSEN/TEMPLE

Note: Only Attachment Nos. 3, 5, and 8 are available in electronic format. All others are available for review in the Office of the City Clerk.

Attachments:

1. La Jolla Community Plan and La Jolla Planned District Ordinance Maps
2. Project Location Map
3. [Project Data](#)
4. Project Site and Architectural Plans
5. [Project Traffic Information Table](#)
6. Draft Vesting Tentative Map Resolution and Conditions
7. Draft CDP/PDP/SDP Resolution and Findings
8. [Draft CDP/PDP/SDP Permit](#)
9. Community Planning Group Recommendations
10. Ownership Data
11. Project Chronology
12. Project Site and Architectural Plans with a Egress Only Driveway on Midway Street.