

LA JOLLA DEVELOPMENT PERMIT REVIEW COMMITTEE
LA JOLLA COMMUNITY PLANNING ASSOCIATION

Report – June 2015

June 9, 2015 Present: Costello, Kane, Leira, Welsh, Will
June 16, 2015 meeting cancelled.

1. NON-AGENDA PUBLIC COMMENT

Issues not on agenda and within LJ DPR jurisdiction. Two minutes maximum per person.

1. (6/9/15) – Kane: The LJCPA formed the Ad Hoc Committee on Residential Single - Family (RS) Zoning. They will study such issues as the categorical exemption vs the coastal development permit. The public and development industry people will be encouraged to attend. There will be a scoping meeting, meeting dates to be announced.

2. APPROVAL OF MEETING MINUTES (6/9/15)

SUBCOMMITTEE MOTION: To approve the Meeting Minutes of May 19, 2015.

(Kane / Will, 4-0-1)

In Favor: Costello, Kane, Welsh, Will

Opposed: 0

Abstain: Leira

Motion Passes

3. PRELIMINARY REVIEW

Note: Preliminary Reviews can be voted a Final Review by a unanimous DPR Committee approval.

Project Name:	GIRARD AVENUE MIXED USE		
	7610 Girard Avenue	Permits: CDP	
Project #:	PO# 274439	DPM:	John Fisher 619-446-5231
Zone:	RS-1-2		jfisher@sandiego.gov
		Applicant:	Ashley Priskosovits 858-527-0818
			Beth Reiter 858-232-4580

A Coastal Development Permit, Map Waiver and Site Development Permit application to construct seven residential condominium units and one 5,125 square foot commercial condominium unit on a vacant 0.27 acre site at 7610 Girard Avenue in Zone 1 of La Jolla Planned District within the La Jolla Community Plan.

APPLICANT PRESENTATION 09/06/15: (Philip Quatrino)

The design has changed from that previously presented, with one less story, and one less unit. The first floor commercial space is directly off the sidewalk and at the same level. The project includes 2,500 sq ft of office space on the 2nd floor, and 6 residential units. The Roof deck has a garden and BBQ, “endless” swimming pool, and solar panels. Parking is provided as follows: 15 commercial, 12 residential, 27 total (not enough parking for restaurant). Auto access is off the alley. One elevator is provided. On the building front, there will be a 26 ft high garden wall feature, next to it there will be a pattern of smaller garden walls. Doors will be non-transparent.

COMMITTEE COMMENTS:

The garden wall provides an opportunity for a landmark, identity statement, show us more how it could tie in.

Consider the LJ PDO, it would have the store fronts open. Are the landscape panels necessary: consider fewer panels? Transparent doors are important for commercial space visibility and draws pedestrians into stores. Doesn't the PDO require light pastels, instead of the dark wood as shown? Can you bring samples of the exterior building finishes? Doesn't the PDO require 40% glass on the street front, and ground level glass to be clear? Overall, the current design is an improvement over previous designs.

Please provide for FINAL REVIEW:

- a. Please color drawings to provide differentiation.
- b. Provide a street context of the surrounding area.
- c. A better rendering of the streetscape from Torrey Pines Road, Girard, Prospect and how the garden wall feature ties in.
- d. Provide more information about the garden wall.
- e. Bring samples of non-transparent glass for doors and exterior building finishes.
- f. Provide a section showing the public space next to Vons, in the sewer easement.
- g. Provide a plant list.
- h. Please re-think the store front, landscaping by trees.
- i. Current use is parking lot. Please bring whatever agreement to lose parking spaces, reallocate the spaces in the Vons agreement.
- j. Provide information on the exterior lighting design.

Applicant requested Continuance to a July meeting.

4. FINAL REVIEW (Previously reviewed 8/13/13, 8/20/13, 9/10/13, 11/11/14)

Project Name: **CONGER CDP & TM**

801 Pearl Street

Permits: CDP & TM

Project #: PO# 294307

DPM: Paul Godwin, (619) 446-5190

Zone: RM-1-1

pgodwin@sandiego.gov

Applicant: Lindsay King, (858) 459-0805

(Process 4) Coastal Development Permit and Tentative Map to remove an existing service station and construct a new mixed-use project with four retail units, one restaurant and 12 condo units with a subterranean garage. The property is located at 801 Pearl Street in Zone 4 of La Jolla Planned District and the RM-1-1 Zone within the La Jolla Community Plan, Coastal Overlay (non-appealable 2), Coastal Height Limit, Parking Impact Overlay Zone (Coastal), the Transit Area Overlay Zone, the Residential Tandem Parking Overlay.

APPLICANT PRESENTATION 09/10/13: (Joe LaCava and Alex Faulkner; Charles Houser, a Certified Engineering Geologist)

New information was presented regarding the manner of removal and mitigation of potential petroleum hydrocarbons on the site, the planned excavation, and the methods of treating the soils that may be found to have petroleum hydrocarbons. A discussion ensued about the monitoring and reporting of the procedures and findings.

New information was presented in concept about the proposed changes to the design of the project: move 2 residential units to the north, remove all third-floor units at the south building; provide roof decks at several locations; continue to have the driveway and vehicle entrance at Eads Avenue; truck service area at the alley. The presenters made it clear that the design will be changing to reflect these proposed changes.

DISCUSSION 09/10/13

A discussion ensued about whether the project conforms to the La Jolla Community Plan: density, height, scale were discussed.

Please provide for FINAL REVIEW:

- a) Show, in those areas where the pedestrian circulation crosses the vehicular traffic, that there will be adequate visibility and any conflicts will be mitigated.
- b) Show how this project will provide a transition from the higher to the lower density.
- c) Where possible integrate the commercial and residential designs to create an integrated building envelope.

APPLICANT PRESENTATION 11/11/14: (Joe LaCava and Alex Faulkner)

The revised project was presented. The results of a traffic study indicates that the traffic loads to and from the property are similar to those presently experienced at the existing gas station. The configurations of the delivery space is intended to promote delivery to the rear of the commercial spaces. The design concept is modified so that the two rear buildings are separated. The unit entrance doors of the south buildings are oriented away from the property line. The blank wall fronting the alley is articulated so that some variety is presented to the westbound traffic on Pearl Street. Other studies provided include a noise study, which indicates that no mitigation is required. The FAR for the entire project is 1.12. Placement of air conditioning compressors is related to each unit: the locations are not yet defined.

The comments of the 9/10/13 meeting were reviewed, and the means of addressing each of these was discussed. The setbacks were reviewed at all levels of the building. One resident showed photographs of the street indicating the traffic congestion and a recent traffic accident on Eads.

Connie Bransom described the project as much larger in scale compared to the established neighborhood, the availability of parking for the commercial uses: she estimates the parking demand will be for 50 spaces. Deborah Pinel is concerned that the project does not address the results of the removal of the gas station tanks, truck movement during construction, and other results of intensification of use of the property.

Leslie Gaunt asked some questions: date of the traffic study: 8/28/13 Wednesday. She requested information on the proportion of FAR dedicated to commercial as opposed to the residential uses. The proposed project transfers the height and developability between the two parcels in a manner that maximizes overall development and results in the highest buildings in the southerly portion, adjacent to the residential properties on Eads. The traffic pattern is substantially unchanged from the previous project. The bulk of the project, especially at the south side is roughly as large as previously proposed. The landscaping is minimal. The consistency of the project with the La Jolla Community Plan is not established.

Per Svedlund is concerned about the scale of the proposed development. He is concerned that the proposed development will generate traffic.

A concern was raised about homeless access to the garage.

DELIBERATION 11/11/14

A discussion ensued about the bulk and scale of the proposed development. The proportion and scale of the proposed development next to the adjacent property were discussed. The FAR is significant and yields the impression that this is more intensive than previously existing. Although there are other examples of this intensity of development on Pearl Street, the transition to Eads is critical. The central courtyard with the driveways should have more attention to detail and the landscaping. The design should demonstrate consistency with the community plan and how these transitions are made. Beautification and the impression of the project from the alley should be provided. The selection of trees was discussed.

Please provide for FINAL REVIEW 11/11/14:

- a. ~~More detail and relief at the blank walls.~~
- b. ~~Demonstrate the turning maneuvers for a truck entering the delivery area from the alley.~~

APPLICANT PRESENTATION 6/19/15: (James Alcorn, of Alcorn Benton Architects)

A mixed use project at 801 Pearl Street. The project includes 5,500 sq ft retail, with first and second floor residential for a total of 9 townhomes. An 8 ft setback is provided to the RM-1 zone residents next door. The Garage entrance and ramp leads from Eads to underground parking. Parking is provided as follows: 10 retail spaces, 22 residential spaces, for a total of 32 spaces. Since the driveways will be closed, two more public spaces are added to the street. Noise study is on file. Traffic study indicates the project is traffic neutral. Trees will now be Jacarandas and Flowering Pear. 600 sq ft loading dock will now be off Bishop's Lane.

Lesley Henegar: The project previously was taller, this design is consistent with the Community Plan, and with Community Character.

Leslie Gaunt: representing the Moranvilles. Presented an 18 page presentation in opposition to the project. Asked that we not vote because CILs are not public. Density too high. 18 ft setback needed, not 8 ft. Leakage from underground gasoline storage tanks. The project does not comply with the LJCP requirements for Community character bulk & scale. There are CEQA issues.

Applicant wants to be allowed to distribute the higher density and FAR of PDO Zone 4 across the entire site. Also, fails to observe the larger setbacks of PDO Zone 4 juxtaposed to residential zone.

Please provide for FINAL REVIEW

Remaining from 11/11/14

- c. Provide the geotechnical report that demonstrates remediation of the fuel leaks.
- d. Provide the noise study.
- e. Provide color renderings at all floor levels at Eads and above.
- f. Enhanced treatment on the interior courtyard and driveway.
- g. Consider reducing the number of units or the overall density.

New issues, from 6/9/15

- a. Please present the Project to Traffic & Transportation Committee for an opinion.
- b. Consider 18 ft setback by neighbors, PDO 159.0307(b) & (4).
- c. Please provide a drawing with your project and the neighbors to the South.
- d. Provide a street elevation of Eads.
- e. With an increase in the number of units on the site, what does the Project give back to the Community?
- f. Please provide a section from Pearl to the lot at the back (South).
- g. Please provide a section from Eads through Bishops Lane.
- i. Analyze sq ft of properties along Eads in the block South of Pearl. Average, high, low, max FAR allowable for block. Compare with your proposed residential facing Eads.

Applicant requested Continuance to a July meeting.