

LA JOLLA DEVELOPMENT PERMIT REVIEW COMMITTEE
LA JOLLA COMMUNITY PLANNING ASSOCIATION

REPORT – SEPTEMBER 2015

September 8, 2015 Present: Benton (Chair), Collins, Costello, Leira, Mapes, Ragsdale, Will
September 15, 2015: Meeting cancelled

1. NON-AGENDA PUBLIC COMMENT

Issues not on agenda and within LJ DPR jurisdiction. Two minutes maximum per person.
None 9/8/15

2. REVIEW AND APPROVAL OF MINUTES

SUBCOMMITTEE MOTION 9/8/15: To approve the Meeting Minutes of August 18, 2015, as amended.
(Collins / Will 4-0-1)
In Favor: Collins, Costello, Leira, Will
Opposed: 0
Abstain: Benton, as Chair, and Ragsdale (Mapes not present)
Motion Passes

3. SUBCOMMITTEE MOTION 9/8/15:

As Chairman Benton is recused from the 801 Pearl Street project, a Chair Pro Tempore is to be elected. Michael Costello was nominated.
(Collins / Leira 4-0-2)
In Favor: Collins, Leira, Ragsdale, Will
Oppose: None
Abstain: Benton as Chair, Costello
Motion Passes

4. FINAL REVIEW 9/8/15 (PRELIMINARY REVIEW 8/18/15)

Project Name:	801 Pearl Street - CONGER	Permits:	CDP & TM
Project #:	294307	DPM:	John Fisher, (619) 446-5231 jfisher@sandiego.gov
Zone:	RM-1-1 & PDO Zone 4	Applicant:	James Alcorn (858) 459-0805

Scope of Work:

(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 and 12 residential units with a subterranean garage: total development 23,340 sf. The property is located at 801 Pearl Street with a portion in Zone 4 of La Jolla Planned District and another portion in the RM-1-1 Zone, within the La Jolla Community Plan, Coastal Overlay (non-

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The agenda and meeting minutes are available online at www.lajollacpa.org.
For additional information please contact Paul from Alcorn & Benton Architects at paul@alcornbenton.com or 858-459-0805.

appealable 2), Coastal Height Limit, Parking Impact Overlay Zone (Coastal), the Transit Area Overlay Zone, the Residential Tandem Parking Overlay.

APPLICANT PRESENTATION 8/18/15 (James Alcorn)

The Applicant presented the overall site conditions: the Pearl Street side is designated as the front, the south side abutting the residential properties is designated as the Rear, and the Eads Avenue and alley sides are designated as the respective Street Sides. He presented the existing conditions of the properties on both sides, and the density, pattern of development in the area.

The status of the reviews to date by the City staff were discussed: Landscape, Transportation noted that 32 parking spaces would be required where 38 are provided. The traffic report indicates that there will be a net reduction in the number of trips to and from the site compared to the existing gas station use (288 less trips per day). The loading area is parallel to the alley, 14 feet wide, with turnout distance, for a total of 600 square feet.

The proposed development is no more than two stories in height. The Rear yard set back is increased to 15 feet, where it had previously been 8 feet. The elevations and sections were presented. The landscape plan was presented including the street trees and the site planting.

The pattern of development in the neighborhoods was discussed. The existing commercial properties along Pearl Street in this area range in FAR up to 2.0 and three stories, which is much greater than FAR of 1.12 and the two stories of this project. The residences on Eads Avenue range up to two stories, with many multifamily buildings, and range in FAR up to 0.75.

The sign program will be a separate application, and will likely be governed by the CC&Rs of the Association as well.

DISCUSSION 8/18/15

A discussion ensued about the scale of the development (all is 2 stories) and the potential uses in the commercial spaces. The number of units facing the south is more than would be provided if the property were not joined to the greater density of the PDO property.

The project increases the walkability of the area, with the elimination of several driveways is beneficial reduction from the existing service station.

Constance Branscomb described the project as massive, with a comparison to other projects of this scale. A question arose regarding the locations of trash storage and moving vans. Parking in general is limited in this area, and the provision of additional parking in the project should be provided in the building, and remove parking demand from the street. No tandem parking is proposed.

Ed Comartin requested more information about the articulation of the exterior and ways to soften the appearance of the exterior. The articulation was discussed as a way to possibly subdivide the building into smaller masses. The grilles in the balcony rails will be terra cotta, with repeated elements such as awnings, window openings, and projecting balconies that provide interruption of the planes with shade and shadow.

Don Thompson requested that story poles be erected: these will not be provided.

Karen Moranville commented that the land is 2/3 commercial, and 1/3 residential: the commercial uses do not appear to be that inviting. The conversion of this commercial property to residential is eliminating the commercial opportunities in the La Jolla community. The landscaping was discussed: the neighbor to the south requests canopy trees instead of the Dwarf Italian Cypress proposed. Along the sidewalk fronting Eads Avenue, Aloe Vera and Natal Plum are proposed which could make it difficult for individuals to get access to cars parked along Eads Avenue. She requested that the materials submitted to the Committee be forwarded to the City staff reviewers.

Mark Fackler requested information regarding the current zoning of the site. The lot fronting Pearl Street is Zone 4, which permits one unit for each 1500 sf of lot; the remainder is RM-1-1 which permits one unit for each 3000 sf of lot. The project appears to be an encroachment of the intensity of development that is permitted along

Pearl Street into the Eads neighborhood. This will changing the character of Eads, which is increasing in intensity of use. He stated support for the design presented.

Lesley Henegar described the pattern of development along Pearl Street, where the nearby properties were discussed, and some of these are three stories.

Dave Dilday requested information regarding the processing level of the project. Environmental reviews are not completed, and this presentation is a part of the review. He stated support for the design presented.

SUBCOMMITTEE MOTION 8/18/15: *The Committee wishes to consider this Preliminary Presentation as sufficient to make a finding and recommendation for this project. A unanimous vote is required.*

(Collins / Will 3-3-0)

In Favor: Collins, Costello, Will

Oppose: Leira, Mapes, Welsh

Abstain: None

Recused: Benton

Motion Fails for lack of a unanimous vote.

Please provide for the next presentation:

- a. Provide alternative use of landscape and the form of the building to soften the appearance fronting Eads Avenue.
- b. Develop the planting further as described in the meeting.
- c. Consider reducing the scale of the design at the south end, near the residential project, to create a transition to the residences to the south.

APPLICANT PRESENTATION 09/8/15: (James Alcorn)

The setting of the proposed project was presented. The permitted FAR fronting Pearl Street is limited by the PDO to 1.3. The transition property, which is the RM-1-1 to the south, has a maximum allowable density of 1 unit per each 3000 sf of lot, to a maximum FAR of 0.75. The density and FAR are distributed according to the SDMC. The added vegetation and coloring were added as well. The separation of the neighbors was provided up to 15 feet setback.

The configuration of the townhomes was described: the bedrooms are upstairs, with the living room at the ground floor. A study of the roof profile was presented, which is in response to a request by members of the committee: the height of the parapet and the solar collectors does become somewhat prominent, although it would present a different profile when viewed from the street. The setback observed to the south is 15 feet. A portion of this is the deck of the garage, and so it will become a hardscape area. The area available for planting (between the fence and the garage) is 8 feet wide.

Various departments have completed their review. Most departments have cleared their review (Engineering, geology, Parks & Recreation, Long Range Planning), and the remaining issue is the environmental review. The proposed project generates 288 fewer trips each day.

DISCUSSION 9/8/15:

A discussion ensued about the site plan, the distance from the driveway to the intersection at Pearl Street, the location of the trash storage, the floor levels in the commercial spaces, the configuration of the balcony and the townhouse units.

The siting was discussed, including the height of the garden wall at the south (up to 8 feet high), such that the neighbor is looking at a 6-foot fence, but the equivalent retaining wall is up to 2 feet plus a 6 foot garden wall or fence above that.

The FAR of the proposed project is 1.12, and this was compared with the FAR of the other properties fronting Pearl Street, as well as Eads Avenue.

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Sally Miller described the improvements to the visibility at the intersections. The reflectivity of the solar panels was a concern. The number of disabled parking spaces was reviewed, and their location. The approach to the driveway, with the level transition fronting Eads Avenue, was discussed: a car exiting will have a 20-foot length with a flatter transition that is 5% slope. Regarding the traffic, she recommends that the traffic and construction issues will be addressed.

Karen Moranville echoed the concern about the transition area for the cars and confirmed that the wall to the south will be configured near the end of the construction period. The landscaping was discussed. The trash collection with 24 units was discussed, which seems to be a lot of trash cans fronting Eads. Doug Moranville inquired about the stair at the rear and the location on the site. This is a much better plan than the one provided two years ago.

Debra Pennell inquired regarding the traffic study, which appears to answer all of the legal requirements. The report was prepared in June 2015, and the findings are consistent with the requirements. It is noted that roughly 300 cars will be entering from the garage on Eads: a left turn lane is recommended from Pearl Street to Eads, either to add to the Music Society project or the other developments along Eads.

Mr. Costello inquired regarding the trees fronting Eads: these are presently shown as Queen Palms, but there are some alternatives allowed for street trees.

Mr. Collins inquired regarding the stop sign at the exit from the garage: there will be a stop sign.

Mr. Ragsdale inquired regarding the dumpster storage location for the commercial properties, and Ms. Leira confirmed that a dumpster collection for all of the residential units seemed to be a better idea.

Following discussion, the Applicant confirmed that a dumpster will be provided for use by the residential units.

SUBCOMMITTEE MOTION 9/8/15: Findings CAN be made for a Coastal Development Permit and Site Development Permit and Tentative Map (Process 4) to remove an existing service station and construct a new mixed-use project with four retail units and 12 residential units with a subterranean garage: total development 23,340 sf, at 801 Pearl Street. With the request that the City complete the Environmental Study and study the issue of left hand turn lanes at Pearl Street and Eads Avenue, and add a stop sign at the top of the driveway ramp leading from this project.
(Ragsdale / Collins 5-0-1)

In Favor: Collins, Leira, Mapes, Ragsdale, Will

Opposed: none

Abstain: Costello, as Chair pro Tem

Recused: Benton

MOTION PASSES