



THE CITY OF SAN DIEGO

## MEMORANDUM

DATE: August 7, 2024

TO: Chairman Kelly Moden and Members of the Planning Commission

FROM: Martin Mendez, Development Project Manager III, Development Services Department

SUBJECT: Item No. 1 - 6110 Camino de la Costa Project No. PRJ-1066101 - Edits to Staff Report, issuance of an errata to the Environmental Impact Report and edits to draft hearing documents

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Staff has issued an Errata to the Environmental Impact Report and made the following corrections to Staff Report PC-24-038 pertaining to Item No. 1 - 6110 Camino de la Costa Project No. PRJ-1066101, docketed for Thursday, August 8, 2024.

Corrections to edited documents are identified by ~~STRIKEOUT~~ for language removed from the documents and UNDERLINE for added language, the edits are referenced below:

### **Errata to the Environmental Impact Report:**

1. An Errata to the Environmental Impact Report Project No. PRJ-1066101 / SCH No. 2023070270 dated August 5, 2024, has been posted on the City of San Diego Final Environmental Documents webpage and can be found using the following weblink:

[https://www.sandiego.gov/sites/default/files/2024-08/dsd\\_errata-8-5-2024.pdf](https://www.sandiego.gov/sites/default/files/2024-08/dsd_errata-8-5-2024.pdf)

**Please note:** Only edited pages of the following documents are attached to the memorandum.

### **Staff Report to Planning Commission:**

2. [Page 1] Added date of Staff Report Revision.
3. [Page 4] Reference to a modification for the width of the proposed driveway has been removed from the report and the following sentence changed as shown below:

The site plan and architectural drawings incorporate a modifications ~~for to~~ the driveway ~~width~~ ~~and~~ visibility triangles to accommodate the existing historically designated garage, which is not in conformance with SDMC development regulations.

4. [Page 5] The fourth sentence in the paragraph under Environmental Analysis has been revised,

and a fifth sentence has been added, the edits are as follows:

Measures have been identified that would reduce these project impacts, to the extent feasible, less than significant. However, impacts to Land Use and Historical Resources would remain significant and unavoidable.

**Staff Report – Attachment 4 – Draft Permit**

5. [Page 1] Edited item a. as follows:

a. The demolition of an existing designated historic 3,036-square-foot two-story residence and internal demolition and exterior structural modifications to an existing ~~510~~ 499-square-foot detached two-car garage (HRB Site No. 1481). The demolition of sections of the existing site wall within the side yard setbacks, the removal of an existing twelve-foot and two-inch (12'-2") driveway and driveway apron, the removal of existing walls and stairs within the coastal bluff (west of the project site), and the demolition of associated hardscape and landscape.

6. [Page 2] Edited item c. to reflect revision of the proposed driveway width as follows:

c. The construction of an 8,649 square-foot two-story dwelling unit with a basement, a swimming pool, a spa, associated hardscape and landscape improvements. The addition of a new ~~eighteen~~ twelve-foot (18'-0" ~~12'-0"~~) wide driveway, and driveway apron from Camino de la Costa leading to the existing garage structure. The addition of two new garage doors facing easterly towards Camino de la Costa, and the installation of automobile lifts within the garage to provide four (4) vehicle parking spaces.

7. [Page 2] Edited item d. to correct the work "reservation" to "preservation" for the seven-foot one-inch view corridor.

8. [Page 2] Edited item e. to reflect the removal of mention to a proposed eighteen-foot (18'-0") wide driveway and re-numbered the list of modifications as shown below:

e. The project includes the following modifications:

- ~~1. A modification from SDMC Section 142.0560 to propose an eighteen-foot (18'-0") driveway width when the maximum allowed is twelve-foot (12'-0") to the satisfaction of the City Engineer.~~
2. 1. A modification from SDMC Section 113.0273 to reduce the visibility triangle for a driveway where the minimum visibility triangle is ten feet by ten feet (10'-0" x 10'-0"), and the installation of convex mirror(s) adjacent to the garage door openings, and/or pedestrian-alerting devices to the satisfaction of the City Engineer.

9. [Page 2] Edited item g. sub-item 2. To reflect the change of the driveway width from an eighteen-foot (18'-0") wide driveway to a twelve-foot (12'-0") wide driveway as follows:
  2. The addition of an ~~eighteen~~ twelve-foot (12'-0") wide driveway, and driveway apron per City standards along Camino de la Costa.
10. [Page 8 and 9] Edited Engineering Requirements:
  - a. Condition No. 32 edited to reflect a change to the width of the proposed driveway from eighteen-foot (18'-0") to twelve-foot (12'-0").
  - b. Condition No. 33 edited to reflect the removal of the modification for driveway width.
  - c. Condition No. 34 edited to reflect the trigger for the condition from "Prior to the issuance of any building or demolition permit" to "Prior to final inspection."

**Staff Report – Attachment 5 – Draft Permit Resolution:**

11. [Pages 5 - Coastal Development Permit Finding 3.] Edited finding to reflect the removal of the modification for the proposed driveway width as follows:

The proposed development complies with all applicable development regulations, except for a modifications to the ~~driveway width and~~ required driveway visibility areas.

12. [Page 6 - Coastal Development Permit Finding 3.] Edited finding to reflect the removal of the modification for the proposed driveway width as follows:

Except for a necessary modifications for ~~driveway width and the~~ required driveway visibility areas, which support the rehabilitation of the existing historic garage and site wall, the proposed project complies with all applicable provisions of the Land Development Code and Local Coastal Program land use plan.

13. [Page 9 - Neighborhood Development Permit Finding 2.] Edited finding to reflect the removal of the modification for the proposed driveway width as follows:

The proposed development requires a modifications to the ~~driveway width and~~ required driveway visibility areas to retain the historically significant garage and site wall.

14. [Page 17 – Supplemental Site Development Permit Finding 1.] Edited finding to reflect the change of the proposed driveway from an eighteen-foot (18'-0") wide driveway to a twelve-foot (12'-0") wide driveway, as follows:

The existing driveway and curb cut will be removed and a new ~~eighteen~~ twelve-foot (12'-0") wide driveway curb cut and driveway are proposed from Camino de la Costa directly to the existing garage structure.

**Staff Report – Attachment 6 – Draft Environmental Impact Report Resolution:**

15. [Exhibit A – Candidate Findings of Fact and Statement of Overriding Considerations, b. Project Description] Edited project description to reflect the removal of the modification for the proposed driveway width as follows:

The site plan and architectural drawings incorporate a modifications for the driveway ~~width~~ ~~and~~ visibility triangles to accommodate the existing historically designated garage, which is not in conformance with SDMC development regulations.

**Staff Report – Attachment 9 – Project Plans:**

16. [Plan sheet No. A0.0 – Site Plan] Revised driveway width on the site plan from an eighteen-foot wide driveway to a twelve-foot wide driveway.

# ERRATA

**6110 Camino De La Costa  
Environmental Impact Report  
PRJ-1066101 / SCH No. 2023070270  
August 5, 2024**

Subsequent to finalization of the Environmental Impact Report (EIR) No. 1066101, dated July 24, 2024, revisions to the environmental document have been made to adjust the driveway width from 18 to 12 feet. The following revisions to the environmental document have been made and are reflected in a ~~striketrough~~ and/or underline format.

The above-mentioned project clarification apply throughout the document as follows:

1. EIR Executive Summary, Section ES.2.1 Site Plan and Design Features, page ES-3 has been revised as follows:

The site plan and architectural drawings incorporate a modifications for the ~~driveway width~~ and visibility triangles to accommodate the existing historically designated garage, which is not in conformance with SDMC development regulations.

2. EIR Project Description, Section 3.2.1 Site Plan, page 3-2 has been revised as follows:

~~Several~~ A modifications ~~are~~ is proposed as outlined in **Table 3-1, Proposed Modifications**, and incorporated into the site plan and architectural drawings to accommodate the existing historically-designated garage that is not in conformance with SDMC development regulations.

**Table 3-1  
PROPOSED MODIFICATIONS**

<b>RS-1-5 Development Regulation</b>	<b>Required</b>	<b>Proposed</b>
Driveway Width	<del>12 feet</del>	<del>18 feet</del>
Visibility Triangle	10 feet	Condition to install convex mirror(s) adjacent to the garage door openings and/or pedestrian-alerting devices

Source: Jonathan Segal, Architect 2023

3. EIR Environmental Analysis Land Use, Section 5.1.3.2 Impact Analysis, page 5.1-10, has been revised as follows:

Consistent with the goal of “Minimize obstructions and barriers that inhibit pedestrian circulation,” although the project would include a ~~driveway width~~ and visibility triangle modifications, the project is conditioned to install convex mirror(s) adjacent to the garage door openings and/or pedestrian-alerting devices. Mirrors and/or devices will be placed to

facilitate the detection of pedestrians, vehicles, or other obstructions when exiting the garage.

4. EIR Environmental Analysis Land Use, Section 5.1.3.2 Impact Analysis, page 5.1-11, has been revised as follows:

The project proposes ~~a~~ modifications related to ~~driveway width and~~ visibility triangles to accommodate the existing historically designated detached garage and stucco privacy wall.

5. EIR Environmental Analysis Land Use, Section 5.1.3.2 Impact Analysis, page 5.1-12, has been revised as follows:

The project's parking requirements would be satisfied by installing a lift system inside the rehabilitated historic garage to accommodate four parking spaces (i.e., two resident and two guest spaces). ~~The requested modification for driveway width, as outlined in Table 3-1 (Proposed Modifications) exceeds what is permitted within the Parking Impact Overlay Zone, specifically within the Beach Impact Area; however, no changes to the existing off-street parking supply would occur as a result of the project given the entire western side of Camino de la Costa is red curb along that block.~~

6. EIR Environmental Analysis Land Use, Section 5.1.3.3 Significance of Impact, page 5.1-13, has been revised as follows:

~~Apart from modifications associated with the driveway, t~~The project would be consistent with the LDC regulations pertaining to Coastal Overlay Zone/Coastal Overlay Zone First Public Roadway, Coastal Height Limit Overlay Zone, Sensitive Coastal Overlay Zone, Parking Impact Overlay Zone, and Transit Area Overlay Zone, as well as the LDC/Historical Resources Regulations pertaining to procedures related to the treatment of historical resources.

7. EIR Environmental Analysis Land Use, Table 5.1-1 City of San Diego General Plan Land Use Goals, Objectives, and Policies Consistency Evaluation, page 5.1-17 has been revised as follows:

**Table 5.1-1  
CITY OF SAN DIEGO GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Mobility Element</b>		
<u>Safety and Accessibility</u> Policy ME-A.5. Provide adequate sidewalk widths and clear path of travel, as determined by street classification, adjoining land uses, and expected pedestrian usage.	The existing sidewalk along Camino De La Costa would be repaired or replaced, as needed, and the existing driveway would be relocated and widened to access the rehabilitated historic garage from the public right-of-way. Due to the location of the new driveway, the project would require <del>a</del> modifications for the proposed <del>driveway width and</del> visibility triangles. To address	Yes

**Table 5.1-1  
CITY OF SAN DIEGO GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY  
EVALUATION**

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
<p>a. Minimize obstructions and barriers that inhibit pedestrian circulation.</p> <p><u>b.</u> Consider pedestrian impacts when designing the width and number of driveways within a street segment.</p>	<p>pedestrian and vehicular safety, the project is conditioned to install convex mirror(s) adjacent to the garage door openings and/or pedestrian-alerting devices. The mirrors and/or devices would be placed to facilitate the detection of pedestrians, vehicles, or other obstructions when exiting the garage. As such, there would be no barriers or obstructions to pedestrian circulation as a result of the project. Therefore, the project would be consistent with Policy ME-A.5.</p>	
<b>Urban Design Element</b>		
<p><u>Development Adjacent to Natural Features and Park Lands</u></p> <p>Policy UD-A.3. Design development adjacent to natural features in a sensitive manner to highlight and complement the natural environment in areas designated for development.</p> <p>a. Protect views from public roadways and parklands to natural canyons, resource areas, and scenic vistas.</p>	<p>The project site is adjacent to the Pacific Ocean coastline, a natural feature. The project has been designed to achieve a harmonious visual relationship between the bulk and scale of the existing and adjacent residences. Except for <u>a necessary modifications for driveway width and visibility triangle dimensions</u> the project would comply with all development regulations and observe the 30-foot height requirements. The residence would be set back 25 feet from the coastal bluffs (as compared to the existing residence which is located along the bluff edge), while the basement level would be set back 40 feet. The existing bluff-side improvements would be removed and a COE recorded to protect the coastal bluffs in perpetuity. Removal of the existing residence and portions of the privacy wall along the street frontage and establishment of <del>a deed-restricted view corridors</del> along the southern and northern property lines behind the historic features would increase visibility through the property to the coastline, consistent with Policy UD-A.3.</p>	Yes

8. EIR Environmental Analysis Other CEQA Sections, Section 7.1.12.3 Hazards Due to Design Feature, page 7-17 has been revised as follows:

The project involves the demolition of an existing single-family residence and the construction of a new single-family residence. The project includes construction of a relocated driveway access from Camino De La Costa, which would require a modifications from City standards for ~~driveway width and visibility triangles~~ (refer to Table 3-1 of this EIR). The ~~driveway and visibility triangle modifications~~ are is proposed to accommodate the existing historically designated detached garage and stucco privacy wall at the site and would be subject to review and approval from the City to ensure appropriate safety standards are met. As required by City Engineering Staff, the project is conditioned to install convex mirror(s) adjacent to the garage door openings and/or pedestrian-alerting devices.

9. EIR Environmental Analysis Other CEQA Sections, Section 7.1.15.4 Light/Glare, page 7-22 has been revised as follows:

Except for ~~necessary~~ a modifications for the ~~driveway visibility triangles~~, the project would comply with all development regulations and observe the height requirements for the zone.

10. EIR Environmental Analysis Other CEQA Sections, Section 7.1.15.4 Light/Glare, page 7-23 has been revised as follows:

The project proposes ~~a~~ modifications related to ~~driveway width and~~ visibility triangles to accommodate the existing historically designated detached garage.

11. EIR Environmental Analysis Other CEQA Sections, Section 7.1.15.4 Light/Glare, page 7-24 has been revised as follows:

Additionally, as previously discussed, the project would comply with the RS-1-5 residential zone development regulations related to setbacks, height, lot coverage, and floor area ratio except for ~~a~~ modifications related to ~~driveway width and~~ visibility triangles to accommodate the existing historically designated detached garage.

12. EIR Project Description, Figure 3-1, Site Plan has been revised as follows:





Pursuant to CEQA Guidelines Section 15088.5(a), a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. The term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation include, for example, a disclosure showing that:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

In accordance with the CEQA Section 15088.5(b), recirculation is not required when new information is added which merely clarifies, amplifies, or makes insignificant modifications to the EIR. An environmental impact report need only be recirculated when there is the identification of new significant environmental impact, or the addition of a new mitigation measure required to avoid a significant environmental impact. The project revisions made to the final environmental document merely clarify and do not affect the analysis or conclusions of the final EIR. As none of the conditions outlined in Section 15088.5(a) have occurred, recirculation is not required.



THE CITY OF SAN DIEGO

## Report to the Planning Commission

DATE ISSUED: August 1, 2024 REPORT NO. PC-24-038

**DATE REVISED:** **August 7, 2024**

HEARING DATE: August 8, 2024

SUBJECT: 6110 Camino de la Costa Coastal Development Permit/Site Development Permit/Neighborhood Development Permit, Process Four Decision

PROJECT NUMBER: [PRJ-1066101](#)

REFERENCE: Report to the Historical Resources Board, [Report No. HRB-24-015](#)

OWNER/APPLICANT: JMan at the Q, L.P., a California limited partnership; represented by Matthew Segal and Chandra Slaven

### SUMMARY

Issue: Should the Planning Commission approve a Coastal Development Permit, Site Development Permit, and Neighborhood Development Permit to demolish an existing two-story single dwelling unit (Historic Resource HRB No. 1481) and construct a two-story 8,649-square-foot single dwelling unit and associated site improvements located at [6110 Camino de la Costa](#). The 0.37-acre site is in the RS-1-5 Zone and Coastal Overlay (Appealable) Zone within the [La Jolla Community Plan area](#).

### Proposed Actions:

1. Certify [Environmental Impact Report \(EIR\) No. 1066101/SCH No. 2023070270](#) and adopt the Findings, Statement of Overriding Considerations, and the Mitigation, Monitoring and Reporting Program; and
2. Approve Coastal Development Permit No. PMT-3169345, Site Development Permit No. PMT-3169346, and Neighborhood Development Permit No. PMT-3275100 (PRJ-106601).

Fiscal Considerations: None with this action. All costs associated with the processing of this application are recovered through a deposit account funded by the applicant.

Housing Impact Statement: The project proposes to demolish an existing single-dwelling unit and construct a single-dwelling unit, resulting in no change in the number of dwelling units.

COE would include land use restrictions with the intent to preclude future development and to preserve the area.

As recommended in the geotechnical investigation assessing long-term bluff retreat over the economic lifespan of the residence, a design exception to the 40-foot coastal bluff setback required by the Environmentally Sensitive Lands regulations is proposed to reduce the coastal bluff setback to 25 feet. All structures and other site improvements, except landscaping, would be set back a minimum of 25 feet from the coastal bluff edge. All existing improvements, including but not limited to the existing stone walls, walkway, and staircase located on the existing coastal bluff face, would be removed by the project. No physical shoreline protection improvements are proposed. The site plan and architectural drawings incorporate ~~a modifications for to the driveway width and~~ visibility triangles to accommodate the existing historically designated garage, which is not in conformance with SDMC development regulations.

The new residential structure would be placed on-site to allow for the creation of a 7-foot-1-inch wide, deed-restricted view corridor with an easement to be recorded along the northern property line. Along the southern property line, where the existing historic garage is to be maintained, a deed-restricted view corridor of 1-foot 3-inches will also be established through a recorded easement. A visually permeable fence would replace short sections of the existing stucco privacy wall to facilitate views through the corridors. A COE would be recorded over the portion of the site westward of the coastal bluff to mean high tide, to protect on-site coastal resources.

#### Community Plan Analysis:

The project is located within the La Jolla Community Plan (Community Plan) and is consistent with the geologic conditions and visual resources policies of the Natural and Cultural Resources Element of the Community Plan. It would comply with the City's coastal bluff edge setback requirements and would be set back farther from the coastal bluffs than the existing residential structure, consistent with the recommendations of the site-specific geotechnical investigation report. Recordation of a COE combined with removal of the existing walls and staircases would further protect the coastal bluff consistent with the policies and recommendations of the Natural and Cultural Resources Element of the Community Plan.

The project's parking requirements would be met through the integration of a parking lift system in the rehabilitated garage structure, consistent with the Transportation System Element of the Community Plan by providing on-site parking thus improving the availability of public (street) parking in areas closest to the coastline. The project would be designed with high quality materials that would maintain the community character of the Lower Hermosa neighborhood in a way that respects the coastal bluffs, visual resources and public access described in the Residential Land Use Element. However, despite the implementation of historical resources mitigation, the proposed demolition of HRB Site No. 1481 would be inconsistent with the Historic Preservation Element policy, HP-A.5. Designate and preserve significant historical and cultural resources for current and future generations" directed at preserving the heritage of local landmarks and would be inconsistent with the Heritage Resources Element. Although the proposed demolition of HRB Site No. 1481 would remove an existing historically recognized structure from the fabric of the community the project

proposes retaining elements of the site which include a majority of the front street facing site wall and the existing garage structure with adaptive re-use modifications to accommodate the modern needs of the proposed development.

The entire site is located within the Coastal Overlay Zone. The Coastal Overlay Zone (described within the Land Development Code [LDC] Chapter 13, Article 2, Division 4) addresses the protection of public access and coastal resources consistent with the Coastal Act. Development within the Coastal Overlay Zone is subject to the regulations of the LDC, as certified by the California Coastal Commission (CCC) and requires a CDP unless exempted by [LDC Section 126.0704](#).

As designated on Map Drawing No. C-731, the project site is situated between the first public roadway (La Jolla Boulevard) and the ocean. Thus, a CDP is required, and findings must be made to demonstrate that the coastal development is in conformity with the public access and public recreation policies of Chapter 3 of the California Coastal Act. As noted above, the project site is located in the appealable area of the Coastal Overlay Zone.

The project site is located within the Coastal Height Limit Overlay Zone. The Coastal Height Limit Overlay Zone (described within LDC Chapter 13, Article 2, Division 5) provides a supplemental height limit of 30 feet above grade.

#### Environmental Analysis:

The project's Environmental Impact Report (EIR) contains an environmental analysis of the potential impacts associated with the implementation of the proposed project. The issues that are addressed in detail in the EIR include Land Use, Historical Resources, Geology, Hydrology, and Water Quality. Based on the analysis, the project would result in the potential for significant impacts to Land Use (conflicts with the environmental goals, objectives, and recommendations of the community plan or General Plan), and Historical Resources (adverse physical or aesthetic effects and/or the destruction of a historic building). Measures have been identified that would reduce these project impacts, to the extent feasible, less than significant. ~~However, impacts to Land Use and Historical Resources would remain significant and unavoidable.~~ Project impacts to Geology, Hydrology, and Water Quality would be less than significant, and as such, no mitigation for Geology, Hydrology, and Water Quality impacts would be required.

The EIR addresses the cumulative impacts due to the implementation of the proposed project in combination with past projects and future development projections. The project would contribute to cumulatively considerable effects on Land Use and Historical Resources, but it would not contribute to cumulatively considerable effects on Geology, Hydrology, and Water Quality.

The project would not have the potential to cause significant impacts for the following 16 issue areas: Agriculture and Forestry Resources, Air Quality, Biological Resources, Energy, Greenhouse Gas Emissions, Health and Safety, Mineral Resources, Noise, Paleontological Resources, Population and Housing, Public Services and Facilities, Transportation and Circulation, Tribal Cultural Resources, Utilities and Service Systems, Visual Effects/Neighborhood Character, and Wildfire.

**RECORDING REQUESTED BY**  
CITY OF SAN DIEGO  
DEVELOPMENT SERVICES  
PERMIT INTAKE, MAIL STATION  
501

**WHEN RECORDED MAIL TO**  
**PROJECT MANAGEMENT**  
**PERMIT CLERK**  
**MAIL STATION 501**

INTERNAL ORDER NUMBER: 24009320

SPACE ABOVE THIS LINE FOR RECORDER'S USE

COASTAL DEVELOPMENT PERMIT NO. PMT-3169345  
SITE DEVELOPMENT PERMIT NO. PMT-3169346  
NEIGHBORHOOD DEVELOPMENT PERMIT NO. PMT-3275100  
**6110 CAMINO DE LA COSTA PROJECT NO. PRJ-1066101 MMRP**  
PLANNING COMMISSION

This Coastal Development Permit No. PMT-3169345, Site Development Permit No. PMT-3169346, and Neighborhood Development Permit No. PMT-3275100 is granted by the Planning Commission of the City of San Diego to JMAN AT THE Q, L.P. a California limited partnership, Owner, and Permittee, pursuant to San Diego Municipal Code [SDMC] Sections 126.0702, 126.0502, 143.0251, and 126.0402. The 0.37-acre project site is located at 6110 Camino de la Costa in the RS-1-5 (Residential Single Unit) Base Zone, Coastal (Appealable) Overlay Zone, Coastal Height Limit Overlay Zone, First Public Roadway, Parking Impact Overlay Zone (PIOZ Coastal Impact and Beach Impact), Complete Communities Mobility Choices (CCMC) Mobility Zone 2, Sensitive Coastal Overlay Zone – Coastal Bluff (SCOZ-CB), Transit Area Overlay Zone, Transit Priority Area and Paleontological Sensitivity Area within the La Jolla Community Plan area, Council District 1. The project site is legally described as: LOT 10 IN BLOCK 1-A, IN LA JOLLA HERMOSA, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 1810, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAID SAN DIEGO COUNTY, NOVEMBER 21, 1924.

Subject to the terms and conditions set forth in this Permit, permission is granted to Owner and Permittee JMAN at the Q, L.P. a California limited partnership, to demolish an existing designated historic two-story residence (Historical Resources Board [HRB] Site No. 1481) and construct an 8,649 square-foot two-story dwelling unit with a basement, a swimming pool, a spa, and associated hardscape and landscape improvements within the sensitive coastal bluff described and identified by size, dimension, quantity, type, and location on the approved exhibits [Exhibit "A"] dated August 8, 2024, on file in the Development Services Department.

The project shall include:

- a. The demolition of an existing designated historic 3,036-square-foot two-story residence and internal demolition and exterior structural modifications to an existing ~~540-499~~-square-foot detached two-car garage (HRB Site No. 1481). The demolition of sections of the existing site wall within the side yard setbacks, the removal of an existing twelve-foot

and two-inch (12'-2") driveway and driveway apron, the removal of existing walls and stairs within the coastal bluff (west of the project site), and the demolition of associated hardscape and landscape.

- b. The retention of an existing designated historic garage structure with a structural modification to the easterly exterior side (facing Camino de la Costa) and the retention of the site wall with the exception of portions within the side yard setbacks.
- c. The construction of an 8,649 square-foot two-story dwelling unit with a basement, a swimming pool, a spa, associated hardscape and landscape improvements. The addition of a new ~~eighteen~~ twelve-foot (12'-0") wide driveway, and driveway apron from Camino de la Costa leading to the existing garage structure. The addition of two new garage doors facing easterly towards Camino de la Costa, and the installation of automobile lifts within the garage to provide four (4) vehicle parking spaces.
- d. The preservation of a seven-foot one-inch (7'-1") view corridor within the northern side yard setback. The preservation of a one-foot three-inch (1'-3") view corridor within the southern side yard setback.
- e. The project includes the following modifications:
  - ~~1. A modification from SDMC Section 142.0560 to propose an eighteen-foot (18'-0") driveway width when the maximum allowed is twelve-foot (12'-0") to the satisfaction of the City Engineer.~~
  - 1. A modification from SDMC Section 113.0273 to reduce the visibility triangle for a driveway where the minimum visibility triangle is ten feet by ten feet (10'-0" x 10'-0"), and the installation of convex mirror(s) adjacent to the garage door openings, and/or pedestrian-alerting devices to the satisfaction of the City Engineer.
- f. Landscaping (planting, irrigation and landscape related improvements);
- g. Public and private accessory improvements shall include:
  - 1. Removal of an existing twelve-foot two-inch (12'-2") driveway, driveway apron, and repair of the existing sidewalk, curb and gutter fronting the property per City standards along Camino de la Costa.
  - 2. The addition of an ~~eighteen~~ twelve-foot (12'-0") wide driveway, and driveway apron per City standards along Camino de la Costa.
  - 3. Proposed one-inch (1") water service per City Standards.
  - 4. Proposed new backflow preventer per City Standards.
  - 5. Interpretive sign(s) to describe the history and significance of Casa De Los Amigos per the Historic Resource Mitigation Program.
  - 6. The installation of convex mirror(s) adjacent to the garage door openings, and/or pedestrian-alerting devices satisfactory to the City Engineer.

- a. The area between each reference point and the blufftop edge, providing full photographic coverage of the blufftop area between each reference point and the blufftop edge;
- b. Each reference point and the surrounding area; and
- c. The point on the blufftop edge from which each measurement derives and the surrounding area, including photos from both the blufftop and a beach vantage so as to provide full photographic coverage of the bluff face itself and the bluff edge. The photo documentation shall be accompanied by a site plan that identifies the location and orientation of each photo, each view of which shall be numbered. Measurement episodes shall include photos from the same vantage points each time to the extent feasible, and shall include additional vantage points and coverage as necessary to document the required photographic area.

**C. Removal Plan.** Provisions for the development described in CDP No. PMT-3169345 in the event the development becomes threatened as determined by a geotechnical evaluation prepared by a licensed geologist or geotechnical engineer familiar and experienced in shoreline processes. The removal plan shall provide for detailed options including removal of the residential structure, relocation of part of the structure, and moving of the structure landward off the bluff-top setback.

**ENGINEERING REQUIREMENTS:**

28. Prior to the issuance of any building or demolition permit, the Owner/Permittee shall submit a Water Pollution Control Plan (WPCP). The WPCP shall be prepared in accordance with the guidelines in Part 2 Construction BMP Standards Chapter 4 of the City's Storm Water Standards.

29. Prior to the issuance of any building or demolition permit, the Owner/Permittee shall obtain an Encroachment Maintenance and Removal Agreement (EMRA), from the City Engineer, for all private improvements such as landscape/irrigation in Camino De La Costa right-of-way.

30. Prior to the issuance of any building or demolition permit, the Owner/Permittee shall assure by permit and bond the construction of curb/gutter, and sidewalk per current City standards adjacent to the site on Camino De La Costa, satisfactory to the City Engineer.

31. Prior to the issuance of any building or demolition permit, the Owner/Permittee shall assure, by permit and bond, the closure of the existing driveway and restore curb/gutter, and sidewalk per current City Standards.

32. Prior to the issuance of any building or demolition permit, the Owner/Permittee shall assure by permit and bond the construction of an additional maximum-width, ~~eighteen-twelve-foot (18'-0"12'-0")~~ driveway per current City Standards adjacent to the site on Camino De La Costa, satisfactory to the City Engineer.



33. Prior to the issuance of any building or demolition permit, the Owner/Permittee shall obtain an Encroachment Maintenance and Removal Agreement (EMRA), from the City Engineer, for modified site visibility triangles and width of the driveway in the Camino de la Costa right-of-way.

34. Prior to ~~final inspection~~ the issuance of any building or demolition permit, the Owner/Permittee shall install convex mirror(s) adjacent to the garage door openings, and/or pedestrian-alerting devices, satisfactory to the City Engineer. The mirrors and/or devices shall be placed to facilitate the detection of pedestrians, vehicles or other obstructions when exiting the garage.

**GEOLOGY REQUIREMENTS:**

35. Prior to the issuance of any construction permit (either grading or building permit), the Owner/Permittee shall submit a geotechnical investigation report prepared in accordance with the City's "Guidelines for Geotechnical Reports" that specifically addressed the proposed construction plans. The geotechnical investigation report shall be review for adequacy by the Geology Section of Development Services prior to the issuance of any construction permit.

**HISTORIC REQUIREMENTS:**

36. The Owner/Permittee shall incorporate the Treatment Plan as approved by City Heritage Preservation staff into all construction drawings submitted during the ministerial permitting phase. Heritage Preservation staff will confirm that the Treatment Plan is incorporated into the plans prior to the issuance of each building or demolition permit.

37. Prior to the issuance of a building or demolition permit, the Historical American Building Survey (HABS) documentation as approved by City Heritage Preservation staff shall be submitted for archival storage with the City of San Diego HRB, South Coastal Information Center, the California Room of the City of San Diego Public Library, the San Diego Historical Society, and/or other historical society group(s).

38. Prior to the issuance of a building or demolition permit, the Owner/Permittee shall submit a Salvage Plan prepared by a qualified historic preservation professional (QHPP) to City Heritage Preservation staff for review and approval. The Salvage Plan shall catalogue and identify elements proposed for removal and shall include historic-period elements, including the original clay roof tiles and decorative medallions at the roofline of the main structure. The materials shall be removed prior to or during demolition. Contaminated, unsound or decayed materials shall not be included in the salvage program nor be available for future use. Once the items for salvage are identified, the QHPP shall submit this information to the City's Heritage Preservation Section for approval. Salvaged material will be first used to replace any damaged pieces on the garage or site wall rehabilitation as required. Following the City's approval of the Salvage Plan, the QHPP, in concert with the City's Heritage Preservation Section, shall notify the La Jolla Community Planning Group, the La Jolla Historic Society, the University of California, San Diego Historical Archives, and local preservation groups via email concerning the availability of the salvaged materials. Interested parties shall make arrangements to pick up the materials after they have been removed from the property. The project applicant shall be responsible for storing the salvaged materials in an appropriate climate-controlled

development complies with all applicable development regulations, except for a modifications to the ~~driveway width~~ and required driveway visibility areas. This is necessary to protect the historically significant front yard wall, iconic entryway, and detached garage. The proposed residence's daylighted basement will be formed on top of a mat foundation to mitigate all excavation impacts and reduce the overall depth of excavation. Furthermore, the proposed basement will partially encompass areas of the existing basement to reduce overall excavation and help manage bulk and scale.

A majority of the existing historic residences in the area currently do not conform to the requirements of the SDMC in terms of bluff edge setback. As a result of this and the analysis in the letter from DCI Engineers, Jonathan Deck, PE, SE, Associate Principal dated May 19, 2023, identifying that the continued use and occupancy of the existing residence in its present state pose a severe risk to occupants and visitors, necessitating comprehensive remediation measures, the existing single-family historic residence will be removed excluding the existing garage structure that will be modified for reuse and the existing street fronting site wall that will also be modified as part of the proposed project. The proposed project will occur within previously disturbed areas of the site and has been designed to observe a 25-foot bluff edge setback, as allowed by SDMC Section 143.0143(f)(1), Development Regulations for Sensitive Coastal Bluffs. A 25-foot coastal bluff edge setback can be supported for the project based upon evidence in the Geologic Investigation Report and addendums that were prepared that address geologic hazards for the project site by Christian Wheeler Engineering in 2022 and 2023, as well as a Wave Run-up Study by Geosoils Inc., concluding that no geotechnical conditions exist on the subject property that would preclude the construction of the proposed residence and associated improvements provided the recommendations presented in the report are followed, furthermore the site is suitable for the proposed development. The submitted project reports analyzed bluff stability and potential geologic hazards. According to the report, the project site's gross slope stability was adequate overall, and the site was suitable for the proposed development at the 25-foot bluff setback. As designed and conditioned, the project will ensure that the proposed development will not adversely impact the coastal bluff.

The LJCP Residential Land Use Element contains the following goals and policies, which the project supports:

- Provide a high quality residential environment in La Jolla that respects its relationship to the sea, hillsides and open space.

The house to be constructed will consist of high quality building materials and finishes, including but not limited to concrete, glazing, stucco finish, metal and wood finishes consistent with building materials used on adjacent neighboring properties. Additionally the project will dedicate view easements to the ocean and shoreline areas,

- Promote the development of a variety of housing types and styles in La Jolla.

The proposed design for the dwelling unit will be a modern design with clean lines, rectangular forms and large spans of glass providing a variety in the style of architecture within the established neighborhood. The bulk and scale of the proposed development will be consistent with the neighboring homes and will be in conformance with the 30-foot

coastal height limit.

- The City should ensure that new residential development within La Jolla complies with the landscape and streetscape guidelines that are identified in this element and in Appendix E of this plan.

The project will install street trees and landscaping in accordance with the requirements of Appendix E of the Community Plan.

- The City should ensure that residential projects along the coastal bluff maintain yards and setbacks as established by the underlying zone and other applicable regulations in the Land Development Code in order to form view corridors and to prevent a walled-off appearance from the street to the ocean.

The project will dedicate view easements adjacent to the northern and southern property lines and will maintain a 25-foot setback from coastal bluff edge in conformance with the applicable regulations of SDMC Section 143.0143(f)(1), Development Regulations for Sensitive Coastal Bluffs.

- The City should ensure that bluff stability is a foremost consideration in site design. New development on or near the coastal bluff will be designed in a manner that will protect the bluff from erosion.

The project will conform with the applicable regulations of SDMC Section 143.0143(f)(1), Development Regulations for Sensitive Coastal Bluffs and built in conformance with the recommendations of the geotechnical report prepared by Christian Wheeler Engineering (April 26, 2023).

The project is consistent with the recommended land use and development standards in effect for the subject property per the adopted La Jolla Community Plan and Local Coastal Program Land Use Plan and the General Plan, which recommend that the subject property be developed with single-family residential development in accordance with development regulations of the existing RS-1-5 zone. Except for ~~a necessary modifications for driveway width and the required~~ driveway visibility areas, which support the rehabilitation of the existing historic garage and site wall, the proposed project complies with all applicable provisions of the Land Development Code and Local Coastal Program land use plan. Thus, the proposed coastal development conforms with the certified Local Coastal Program land use plan and complies with all regulations of the certified Implementation Program.

**4. For every Coastal Development Permit issued for any coastal development between the nearest public road and the sea or the shoreline of any body of water located within the Coastal Overlay Zone, the coastal development is in conformity with the public access and public recreation policies of Chapter 3 of the California Coastal Act.**

The proposed project is described in CDP Findings A.1, A.2 and A.3 above, and is incorporated herein by reference. The project site is within an established residential neighborhood. It is currently developed with a two-story single-family residence with an existing basement. No

waves and erosion.

The project's Coastal Hazard and Wave Runup Analysis performed by Geosoils, Inc. indicates that the proposed development is safe from coastal hazards including over six feet of Sea Level Rise (SLR). The elevation of the development prevents site flooding from the ocean and wave runup in consideration of the 0.5-percent SLR (CCCSLRG, 2018). Finally, the site is well setback from the impact of shoreline erosion in consideration of SLR. No protective devices will be necessary to protect the proposed development from any existing or anticipated future coastal hazards over the lifetime of the proposed development.

The proposed development requires ~~a~~ modifications to the ~~driveway width and~~ required driveway visibility areas to retain the historically significant garage and site wall. As a condition of approval, the project will be required to include added safety measures at the garage's location to address any safety concerns.

Conditions of approval require compliance with several operational constraints and development controls intended to assure the continued health, safety, and general welfare of persons residing or working in the area. All California Building Codes and the City regulations governing the construction and habitation apply to this site to prevent adverse effects on those persons or other nearby properties. All aspects of the development comply with the land use regulations so that the proposed development, with the conditions of the permit, which include compliance with all applicable building codes, regulations, and standards, will not be detrimental to public health, safety, and welfare.

**3. The proposed development will comply with the applicable regulations of the Land Development Code including any allowable deviations pursuant to the Land Development Code.**

The proposed project is described in CDP Findings A.1, A.2 and A.3 above, and is incorporated herein by reference. This project complies with all applicable the development regulations of the RS-1-5 zone, including front setback where the new structure conforms to the required 20-foot setback and the front setback varies for the existing previously conforming structures; side setback where the required side setback is seven-foot-one-inch in accordance with SDMC Section 113.0243(C) where the proposed new structures conform to the regulations and the side setback varies for the existing previously conforming structures to remain; rear yard setback varies from 78 feet to 110 feet where the regulations require a 20-foot rear yard setback; Floor Area Ratio (FAR) where the project proposes an FAR of 0.41 where 0.48 is the maximum FAR in accordance with Table 131-04J, SDMC Section 131.0446(a)(1); and height where the proposed maximum height will be 30-foot at the plumb line where the maximum height allowed is 30-foot at the plumb line plus 10 feet in accordance with the SDMC Section 132.0505; and the Local Coastal Program land use plan, as outlined in finding A.3 above. Therefore, the proposed development will comply with the applicable regulations of the Land Development Code including any allowable deviations pursuant to the Land Development Code

**C. Supplemental Findings--Environmentally Sensitive Lands – SDMC Section 126.0404(b)**

**1. The site is physically suitable for the design and siting of the proposed development**

standards and would involve the removal of the western portion of the Resource within the coastal bluff setback.

From a regulatory standpoint, it is feasible to retain a larger portion of the historic structure; however, a deviation to the coastal bluff setback would be required. This would have to be considered from a variety of perspectives including that of coastal development, development on a site with environmentally sensitive lands, and modifications to a designated historical resource. The deviation would result in a project that is inconsistent with the certified local coastal program land use plan and the goals and policies established for the preservation of coastal resources, namely coastal bluffs. Furthermore, the deviation would require additional findings to be made for deviations to the environmentally sensitive regulations. One such finding aims to establish that there are no feasible measures that can further minimize potential adverse effects on environmentally sensitive lands. As seen by the project put forth, it is evident there are feasible measures that further minimize potential adverse impacts to environmentally sensitive lands through compliance with the required coastal bluff setback. Therefore, the alternative that would have the least environmentally damaging impact, retaining and rehabilitating the Resource on site without relocation of a portion of the structure would require deviations from both the coastal bluff setback and the environmentally sensitive lands regulations.

The proposed project (Base Project – Alternative 1) includes the total demolition of the Resource for the development of an 8,649-square-foot two-story dwelling unit with a basement, a swimming pool and a spa, and associated hardscape and landscape improvements. In order to minimize adverse impacts to the Resource, the applicant proposes to retain the historic garage structure (with internal and external structural modifications), demolish the interior of the garage to accommodate for automobile lifts, build new dual garage door openings facing east (towards Camino de la Costa), retain the existing driveway gate, and retain the existing site wall except for portions within the side yard setbacks which will be removed to provide the required Coastal View Corridors. The existing driveway and curb cut will be removed and a new ~~eighteen-~~ twelve-foot (12'-0") wide driveway curb cut and driveway are proposed from Camino de la Costa directly to the existing garage structure. The proposed demolition of the Resource is not consistent with the Standards.

In order to provide a less environmentally damaging alternative, the applicant explored the option to retain the existing historic garage and site wall; however, the existing driveway would be non-functional without adding garage doors that face directly onto Camino de la Costa. The existing driveway leading to the existing garage doors facing north consumes most of the space within the front yard and restricts the amount of landscape within the front yard.

Additionally, the project site is restricted by the coastal bluff edge, identified as Environmentally Sensitive Lands (ESL), which requires a forty-foot setback unless the City Manager may permit structures to be located between twenty-five feet (25'-0") and forty-feet (40'-0") from the bluff edge where the evidence contained in a geology report indicates that the site is stable enough to support the development at the proposed distance from the coastal bluff edge and the project can be designed so that it will not be subject to or contribute to significant geologic instability throughout the anticipated life span of the primary structures, and no shoreline protection is

2. Develop a project that is consistent with the goals and policies of the *La Jolla Community Plan and Local Coastal Program Land Use Plan to the maximum extent feasible*.
3. Propose a design that achieves a harmonious visual relationship between the bulk and scale of the existing and adjacent residences.

### b. Project Description

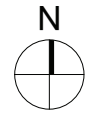
The project proposes to demolish an existing historically designated 5,086 square-foot (sf) 2-story residence and construct a new 2-story 8,649 sf residence with a basement located at 6110 Camino de la Costa. The project would also include a pool at ground level and associated site improvements (i.e. hardscape and landscaping). The project would preserve a majority of the existing wall along the frontage of the site and the detached garage with modifications. The site would be accessible from a new driveway off Camino de la Costa and the project would connect to existing utilities within Camino de la Costa. Drainage would be directed away from the coastal bluff and directed into the existing storm drain system. A design exception to the 40-foot coastal bluff setback required by the Environmentally Sensitive Lands regulations is proposed to reduce the coastal bluff setback to 25 feet. The project would also include removal of the existing walls and stairs west of the bluff edge and would preserve all portions of the lot west of the bluff edge as Environmentally Sensitive Lands (sensitive coastal bluff) within a Covenant of Easement. The Covenant of Easement would include land use restrictions with the intent to preclude future development and to preserve the area. The site plan and architectural drawings incorporate a modifications for the driveway ~~width and~~ visibility triangles to accommodate the existing historically designated garage, which is not in conformance with SDMC development regulations.

The new residential structure would be placed to allow for the creation of a 7-foot-1-inch wide, deed-restricted view corridor with an easement to be recorded along the northern property line. Along the southern property line, where the existing historic garage is to be maintained, a deed-restricted view corridor of 1 foot 3 inches will also be established through a recorded easement. A visually permeable fence would replace short sections of the existing stucco privacy wall to facilitate views through the corridors.

### Discretionary Actions

The project requires the following entitlements from the City:

- A Site Development Permit per SDMC Section 126.0502(d)(1) is required for the project to demolish the designated historic structure at 6110 Camino de la Costa, San Diego Historic Resource No. 1481. The project is a substantial alteration that is not consistent with the Secretary of Interior Standards; therefore, a deviation from the Historical Resources Regulations is being requested.
- The Site Development Permit per SDMC Section 126.0502 is also required due to the presence of Environmentally Sensitive Lands (ESL), consisting of coastal bluffs and special flood hazard areas, on the project site.
- A Coastal Development Permit (CDP) per SDMC Section 126.0702 is required for the project to allow for the demolition of the existing single-family residential structure and related site features and the construction of a new single-family residential structure within the Coastal Overlay Zone (COZ).



**NOTE:**  
PRIOR TO THE ISSUANCE OF ANY CONSTRUCTION PERMIT, THE OWNER/PERMITEE SHALL INCORPORATE ANY BEST MANAGEMENT PRACTICES NECESSARY TO COMPLY WITH CHAPTER 14, ARTICLE 2, DIVISION 1 (GRADING REGULATIONS) OF THE SAN DIEGO MUNICIPAL CODE, INTO THE CONSTRUCTION PLANS OR SPECIFICATIONS.

PRIOR TO THE ISSUANCE OF ANY CONSTRUCTION PERMIT THE OWNER/PERMITEE SHALL SUBMIT A WATER POLLUTION CONTROL PLAN (WPCP). THE WPCP SHALL BE PREPARED IN ACCORDANCE WITH GUIDELINES IN PART 2 CONSTRUCTION BMP STANDARDS CHAPTER 4 OF THE CITY'S STORM WATER STANDARDS.

ENCROACHMENT MAINTENANCE AND REMOVAL AGREEMENT (EMRA) WILL BE REQUIRED FOR ALL PRIVATE IMPROVEMENTS SUCH AS A STEPS, DRIVEWAY, CURB CUT, AND LANDSCAPING WITHIN PUBLIC RIGHT OF WAY (ROW) SUBJECT TO CITY ENGINEER APPROVAL.

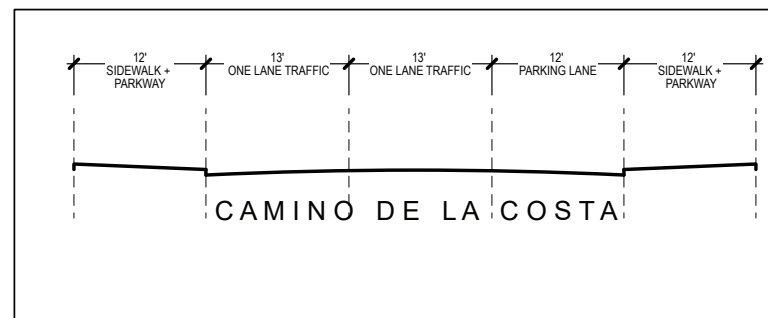
ALL PROPOSED PUBLIC DOMESTIC WATER SERVICE LINE DIAMETERS ARE PROVIDED FOR CLARITY OF INTENT ONLY. ACTUAL SERVICE LINE DIAMETERS WILL BE BASED UPON THE PUBLIC UTILITIES DIRECTOR AND THE CITY ENGINEER.

IF A 3" OR LARGER WATER METER IS REQUIRED FOR THIS PROJECT, THE OWNER/PERMITEE SHALL CONSTRUCT THE NEW METER AND PRIVATE BACKFLOW DEVICE ON SITE ABOVE GROUND, WITHIN AN ADEQUATELY SIZED WATER EASEMENT, IN A MANNER SATISFACTORY TO THE PUBLIC UTILITIES DIRECTOR AND THE CITY ENGINEER.

**EASEMENTS:**  
NO EXISTING EASEMENTS ON SITE

**TRANSIT STOPS:**  
NO EXISTING TRANSIT STOPS ADJACENT TO SITE

**BUILDING ADDRESS:**  
PROVIDE BUILDING ADDRESS NUMBERS, VISIBLE AND LEGIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY PER FHPS POLICY P-00-6 (UFC 901.4.4)



**SITE PLAN**  
SCALE: 1" = 10'

**CAMINO DE LA COSTA**  
6110 CAMINO DE LA COSTA  
JONATHAN SEGAL / FAIA  
3000 Upas Street Suite 101 San Diego, CA 92104



PROJECT #	1066101
SHEET TITLE:	
SITE PLAN SCALE:	
DATE:	6/15/2022
REVISION 1:	2/1/2023
REVISION 2:	6/14/2023
REVISION 3:	10/9/2023
REVISION 4:	11/29/2023
REVISION 5:	1/9/24
REVISION 6:	1/12/24
FINAL DOCUMENT	2/26/24
SHEET NAME:	

A0.0