THE CITY OF SAN DIEGO

REPORT TO THE PLANNING COMMISSION

DATE ISSUED: July 3, 2008 **REPORT NO.** PC-08-077

ATTENTION: Planning Commission, Agenda of July 10, 2008

SUBJECT: APPEAL OF LA JOLLA SHORES LIFEGUARD STATION AMENDMENT - PROJECT NUMBER: 146179. PROCESS THREE

REFERENCE: Hearing Officer Report No. HO-05-023; Planning Commission Report No. PC-05-173; and Hearing Officer Report No. HO-08-087 (Attachments 7, 8 and 18).

OWNER/ APPLICANT: City of San Diego Engineering and Capital Projects Department (Attachment 13).

SUMMARY

Issue(s): Should the Planning Commission deny the appeal and affirm the Hearing Officer's decision to approve an amendment to the La Jolla Shores Lifeguard Station project on a 0.2-acre site located in and adjacent to the parking lot of Kellogg Park (8200 block of Camino Del Oro) within the La Jolla Community Plan area?

Staff Recommendation:

1. **Deny** the Appeal and **Approve** Coastal Development Permit No. 516403 and Site Development Permit No. 516405; and

2. **Certify** Mitigated Negative Declaration LDR No. 146179 and **Adopt** Mitigation, Monitoring and Reporting Program.

Community Planning Group Recommendation: On April 3, 2008, the La Jolla Community Planning Association voted 12-1-1 to approve the project with conditions (Attachment 15).

DIVERSITY

Environmental Review: – Mitigated Negative Declaration LDR No. 146179 has been prepared for the project in accordance with State of California Environmental Quality Act (CEQA) Guidelines. A Mitigation, Monitoring and Reporting Program has been prepared and will be implemented which will reduce, to a level of insignificance, any potential impacts identified in the environmental review process.

Fiscal Impact Statement: All costs associated with this project have been covered by the applicant.

Code Enforcement Impact: None with this action.

Housing Impact Statement: None with this action.

BACKGROUND

The project site is located in the Public Park (PP) zone of the La Jolla Shores Planned District Ordinance (LJSPDO) and is designated for Parks/Open Space (Attachment 2). The site is directly in front of Kellogg Park on the west side of the boardwalk which runs parallel to the Pacific Ocean shoreline near Calle Frescota within the La Jolla Community Plan area (Attachments 1, 2 and 3).

On February 9, 2005, the Hearing Officer approved Coastal Development Permit (CDP) No. 66151, Site Development Permit (SDP) No. 66153, and certified Negative Declaration No. 25502 for the La Jolla Shores Lifeguard Station Project No. 25502. The approved project (Attachment 4) proposed to demolish the existing 850 square-foot lifeguard station located on the west side of the boardwalk within the park's green space; construct a new 1,485 square-foot lifeguard station on the east side in the southwest corner of the existing parking lot, away from the park's green space; and construct a detached 650 square-foot single story, equipment facility also within the parking lot. In addition, the existing 360 square-foot steel container (adjacent to Kellogg Park along Calle Frescota) which currently stores the lifesaving equipment would be removed.

The proposed lifeguard station would consist of two separate buildings that would be connected by a breezeway, with a 30-foot observation tower cantilevered out over the boardwalk and sand. The station would provide locker room space for the lifeguards, a first aid room for the public, an observation room, community room and a unisex public restroom. The new detached equipment facility would be used to house lifeguard rescue vehicles and other emergency equipment.

On February 23, 2005, the project was appealed to the Planning Commission by Karen Boger and Carol DuPont.

On May 12, 2005, the Planning Commission voted 5-0 to deny the appeal and approve the project with the added condition that no vehicles be washed in the parking lot (Attachment 10). However, since the approval of the project, the permit (Attachment 9) was not utilized (due to

lack of funds) within the required thirty-six months. The failure to utilize the permit within the required timeframe automatically voids the permit unless an Extension of Time (EOT) is granted. On December 10, 2007 (at least sixty days prior to permit expiration date), an application was submitted to the Development Services Department requesting an EOT in accordance with San Diego Municipal Code (SDMC), Chapter 12, Article 6, Division 1.

During the EOT review process it was determined that a new requirement pertaining to CEQA must be addressed for Historical Resources (Archaeology). Based on the new requirement the project is ineligible for an EOT (SDMC Section 126.0111) because a CDP cannot receive an EOT if new conditions are required to comply with State law. The project is not able to meet the findings for an EOT because Mitigation, Monitoring and Reporting Program conditions are required for archaeology to comply with CEQA.

On April 3, 2008, the project's review process changed from an application for an EOT to an application for an Amendment to the previously approved CDP and SDP.

On May 7, 2008, the Hearing Officer (HO) heard the staff report and public testimony (for written public testimony see Attachment 17). The HO certified Mitigated Negative Declaration LDR No. 146179, adopted Mitigation, Monitoring and Reporting Program; and approved Coastal Development Permit No. 516403 and Site Development Permit No. 516405.

On May 21, 2008, the project was appealed to the Planning Commission by Barry Kusman (Attachment 11).

DISCUSSION

Project Description:

Except for the new requirement by CEQA for Historical Resources (Archaeology), the project scope has not changed since the project was originally approved. The project as originally approved included certification of a Negative Declaration. However, the proposed amendment requires certification of the Mitigated Negative Declaration (MND) and the adoption of a Mitigation, Monitoring and Reporting Program (MMRP) to address the Historical Resources (Archaeology).

Discretionary Actions

It was determined that the EOT request submitted on December 10, 2007, could not meet the findings for approval because new conditions are required to comply with CEQA per SDMC Section 126.0111. Therefore, an amendment to the previously approved CDP No. 66151 and SDP No. 66153 is now required. The Amendment is being processed in the same manner as a new application for a CDP and SDP in accordance with SDMC Sections 126.0707(b) and 126.0502(a)(1).

The project as originally approved required a Coastal Development Permit because the proposal lies within the Coastal Overlay Zone. A Site Development Permit was required because the SDMC Section 103.0302.3(d) requires all proposed development within the La Jolla Shores Planned District Ordinance area obtain one.

Community Plan Analysis:

The subject property is located in an area identified as "Parks/Open Space" in the La Jolla Community Plan. The previously approved project is to replace the existing lifeguard station and storage facility with a new structure and storage unit.

One of the goals of the Community Facilities, Parks, and Services Element is to ensure that all new and existing public facilities are designed and developed in a manner that will not contribute any adverse impacts to the environmentally sensitive areas of La Jolla. The approved new lifeguard facilities project has been designed to minimize impacts to public views and beach access.

The lifeguard station will be located adjacent to the parking lot on the southwest corner and will be placed on the east side of the existing concrete boardwalk along the beach access points. This location is an improvement from the existing structure which is located on the west side of the concrete boardwalk extending into the beach and across from Kellogg Park. The new location does not impede public access but improves public views from both the park and along the pedestrian access route.

Kellogg Park and La Jolla Shores Beach are major recreational resources and are utilized intensively by visitors throughout the region making parking in the area a concern. The project as previously approved conforms to plan policies supporting the retention of existing parking. A portion of the project is located in the existing parking lot. However, the project proposes no net loss of parking spaces.

Although the lifeguard station is a unique public facility, it is located in close proximity to a coastal resource and, therefore, requires a sensitive design. The lifeguard facilities would be primarily single story. Included in the design for the lifeguard station structure is a 30-foot high observation tower extending west towards the beach. The project proposes to incorporate a selection of materials including concrete masonry, steel, tempered glass and frosted glass using a predominately natural tan and grey color scheme to blend with the natural surroundings. In addition, the project proposes to utilize landscaping to further soften the overall impact of the structure within the surrounding area.

Community Group Input

At the April 3, 2008 meeting, the LJCPA motion to approve the project included two requests. The applicant was requested to include archeological monitoring; and review the exterior building materials so they are more compatible with buildings in the vicinity.

The applicant response at the meeting was that archaeological monitoring is a required mitigation measure for the project; and that the architect would look into exterior building materials to determine compatibility with the buildings in the vicinity without hindering the approved design and the public art.

Environmental Analysis:

During environmental review of the project, it was determined that construction could result in significant but mitigable impact in the area of Historical Resources (Archaeology).

The project is located in a high sensitivity area for archaeological resources, and within close proximity to a recorded significant archaeological site (Spindrift site). Due to this new information obtained after permit issuance of the approved project and prior to the proposed amendment submittal it was determined further analysis relating to archaeology resources associated with the amendment was required. A survey done for the proposed project included an on-foot reconnaissance of the property with staff and a Native American monitor, and archaeological review of previous studies in the area. Results of the on-foot reconnaissance revealed no archaeological materials on any of the exposed ground surfaces on the subject property. Although the survey resulted in the lack of any archaeological materials on the site, archaeological monitoring would be required during project grading and construction activities due to close proximity to the Spindrift site. Mitigation measures have been outlined in Section V of the Mitigated Negative Declaration No. 146179. These mitigation measures would mitigate potentially significant archaeological impacts to below a level of significance.

Project-Related Issues:

Visual Quality and Geology were also considered in depth during the environmental review of the project and determined not to be potentially significant.

Appeal Issues Followed By Staff Responses:

Provided below are staff responses to appeal issues 1 through 6, as identified in the letter from the appellant Barry and Michelle Kusman dated May 5, 2008. The letter has been provided as an attachment to the appeal application (Attachment 11).

1. I believe that the overall size and scale of the project will encroach upon physical access ways that are legally utilized by the public.

   Staff Response: The project would not encroach upon any existing/proposed physical access way that is legally used by the public identified in the Local Coastal Program land use plan (page 163 – Figure C, Attachment 16). The area is a major recreation resource and is utilized intensively by visitors from throughout the region. There are unrestricted vertical and lateral accesses near the proposed location. The proposed La Jolla Shores

lifeguard station and its ancillary rescue vehicles storage facility are both sited in locations that allow continuous access to the La Jolla Shores Beach, Boardwalk and Kellogg Park. Key public accessways to the beach and park would be provided during and after construction of the project.

2. I also believe that the project will adversely impact public views to and along the ocean.

   Staff Response: There are four view corridors identified in the La Jolla Community Plan and Local Coastal Program Land Use Plan within the area of the project (page 145 – Figure C, Attachment 16). They are Camino Del Oro, Calle Frescota, Vallecitos and Avenida De La Playa. The nearest public view to be protected is from Calle Frescota, and neither the proposed new station nor vehicle storage facility would block that public view. Currently, the only major obstacle in that public view corridor is the existing storage container which would be removed by the project. Vallecitos and Avenida De La Playa are well south of the project and the Camino Del Oro view corridor is on the northern edge of the parking lot. No part of the project would block any of the identified view corridors.

3. I do not believe the project is consistent with the certified Local Coastal Program, since the design, size and scope of the project will adversely impact public views to and along the ocean.

   Staff Response: The La Jolla Community Plan and Local Coastal Program land use plan goals include supporting local recreational beach and park amenities, enhancing community views to the ocean and provide modernized public facilities that support recreational, safety and health related needs of the residents and visitors. The project would provide a more modern facility to accommodate the need for increased lifesaving staff and the ever increasing number of beachgoers attending this area. The new proposal would provide a public first aid facility for users of the La Jolla Shores and Kellogg Park. Removing the storage container and relocating the observation tower building away from the park would enhance community views to the ocean. Therefore, the proposed coastal development is in conformity with the certified Local Coastal Program land use plan and complies with all regulations of the certified Implementation Program.

4. I challenge the ability of the City to issue an Amendment to a permit which is expiring. As indicated in the Staff Report, an extension of time was applied for, but could <u>not</u> be granted pursuant to Section 126.0111. An Amendment to an expiring permit can be granted but, the Amendment <u>cannot</u> further extend the original expiration date.

   Staff Response: While a project cannot normally extend an expiration date with an amendment, SDMC Section 126.0111© specifically allows for the expiration date to be extended by an amendment if the EOT is submitted first. This section is designed to provide relief for this exact situation: an EOT was submitted prior to the expiration date, processed, and subsequently denied leaving the applicant with little or no time to pull

building permits to activate the permit.

SDMC Section 126.0111© states "An *applicant* for an extension of time may also submit an application for, and concurrently process, an amendment to the approved *development permit* in order to extend the existing permit in case the extension of time request is denied."

The project originally approved CDP No. 66151 and SDP No. 66153. The Amendment requires approval of a new Coastal Development Permit (CDP No. 516403) and Site Development Permit (SDP No. 516405). The new permits would replace CDP No. 66151 and SDP No. 66153.

5. The project will violate provisions of the San Diego Municipal Code, the Certified Local Coastal Program, and the California Coastal Act.

   Staff Response: Staff has determined the project as proposed meets the findings for a CDP and SDP approval and therefore does not violate provisions of the San Diego Municipal Code. Further, as discussed in previous responses the project is in compliance with the Certified Local Coastal Program and the California Coastal Act.

6. I believe that the request should be denied since there is no method or authorization under the Municipal Code to amend a permit which is expiring.

   Staff Response: SDMC Section 126.0111© states "An *applicant* for an extension of time may also submit an application for, and concurrently process, an amendment to the approved *development permit* in order to extend the existing permit in case the extension of time request is denied."

Provided below are staff responses to issues 7 through 10, as identified in the letter from by Philip A. Merten dated May 6, 2008. The letter has been provided by the appellant as an attachment to appeal application (Attachment 11).

7. The proposed amendment to the La Jolla Shores Lifeguard Station project should be rejected because the project simply does not conform to the goals, objectives and recommendations of the applicable certified Land Use Plan, (i.e. the La Jolla Community Plan and Local Coastal Program Land Use Plan).

   Staff Response: As noted in the Community Plan Analysis section of this report, the subject property is located in an area identified as "Parks/Open Space" in the La Jolla Community Plan (LJCP). One of the goals of the Community Facilities, Parks and Services Element of LJCP (page 113) is to, "Ensure that all new and existing public facilities... are designed and developed in a manner that will not contribute any adverse impacts to the environmentally sensitive areas of La Jolla." The project as proposed reconstructs the existing facility away from the Kellogg Park green space, locates the

facility on the pavement side of the boardwalk and not the sand side, and the tower has been designed with a narrow profile to help protect public views.

In addition, the La Jolla Community Plan and Local Coastal Program land use plan goals include supporting local recreational beach and park amenities, enhancing community views to the ocean and provide modernized public facilities that support recreational, safety and health related needs of the residents and visitors. The project would provide a more modern facility to accommodate the need for increased lifesaving staff and the ever increasing number of beachgoers attending this area. The proposal would provide a public first aid facility for users of the La Jolla Shores and Kellogg Park. Removing the storage container and relocating the observation tower building away from the park would enhance community views to the ocean. Therefore, the proposed coastal development is in conformity with the certified Local Coastal Program land use plan and complies with the regulations of the certified Implementation Program.

8. The La Jolla Shores Lifeguard Tower Final Mitigated Negative Declaration contains a patently incorrect conclusion. When the incorrect conclusion was called to the analyst's attention, the analyst's response failed to address the important key issue.

    - Under the Heading of LAND USE on page 7 of the Mitigated Negative Declaration, item B asks: Would there be a conflict with the goals, objectives and recommendations of the community plan in which it is located? To which the analyst responds "No such conflict would occur." <u>The analyst's conclusion is incorrect because it fails to recognize the goals and policies of the La Jolla Community Plan and Local Coastal Program Land Use Plan.</u>

Staff Response: As previously stated in issue Number 7 above, the project as proposed reconstructs the existing facility away from the Kellogg Park green space, locates the facility on the pavement side of the boardwalk and not the sand side, and the tower has been designed with a narrow profile to protect public views.

In addition, the La Jolla Community Plan and Local Coastal Program land use plan goals include supporting local recreational beach and park amenities, enhancing community views to the ocean and provide modernized public facilities that support recreational, safety and health related needs of the residents and visitors. The project would provide a more modern facility to accommodate the need for increased lifesaving staff and the ever increasing number of beachgoers attending this area. The new proposal would provide a public first aid facility for users of the La Jolla Shores and Kellogg Park. Therefore, no land use impacts would occur.

9. Figure 9, *Identified Public Vantage Points of the La Jolla Community Plan and Local Coastal Program Land Use Plan* identifies Camino Del Oro as a "Road from which coastal body of water can be seen". The proposed lifeguard vehicle storage building to be located within the existing parking lot together with the proposed lifeguard tower

building neither preserve nor enhance the public view from the roadway because together their facades are broader than existing lifeguard tower building façade. As such, the combined facades of the proposed structures will obstruct the view of the coast line from the first public roadway (Camino Del Oro) to a greater extent than the existing lifeguard tower building. The proposed lifeguard facility will actually reduce the public view of the ocean. Clearly, the proposed lifeguard tower building and the vehicle storage building conflict with the goals and policies of the La Jolla Community Plan and Local Coastal Program Land Use Plan. The analyst's conclusion is simply incorrect.

Staff Response: Analysis of the public views and vantage points identified in the La Jolla Community Plan and Local Coastal Program Land Use Plan (page 145 - Figure C, Attachment 16) resulted in no substantial view blockage. As previously stated above, the view from Kellogg Park is being enhanced as the existing lifeguard tower will be demolished providing expanded ocean views from the grassy park area. The new lifeguard tower will be located north of the park area and would not compromise any identified views outlined in the plan.

10. When the conflict between the important land use goals, objectives and recommendations of the *La Jolla Community Plan* and the proposed design of the new life guard facility was called to the analyst's attention during the public comment period, the analyst responded to the comment in the Final Updated Mitigated Negative Declaration (MND) dated March 18, 2008. However, the analyst's response failed to address the key land use that the public views shall be preserved and enhanced. The analyst responded: "The already approved lifeguard tower and storage structure are required to be located in close proximity to the beach to serve the purpose of safeguarding beachgoers and includes having emergency response and resources located in such a way as to reduce emergency response times. Therefore, no visual impacts would occur." The analyst's stated reason for the proposed facility and the conclusion that no visual impacts would occur is simply illogical and makes absolutely no sense.

    Staff Response: In addition to the response provided in the Final MND, refer to the responses for issues 8 and 9 above.

Conclusion:

Approval of the amendment would allow an additional three years to develop the project. The La Jolla Shores Lifeguard Station Amendment project as presented is the same project as approved by the Hearing Officer (2/9/05 and 5/7/08) and the Planning Commission (5/12/05). Although the new CEQA requirements generated additional conditions and findings for the project's amendment approval; staff has determined those additional findings (Attachment 6) can be supported. Also, all previous permit conditions for the already approved project have been included in the draft Coastal Development Permit No. 516403 and Site Development Permit No. 516405 (Attachment 5). Staff's analysis of issues identified in the appeal illustrates that the project is in conformance with all development regulations of the underlying zone, the California

Environmental Quality Act and is consistent with the La Jolla Community Plan and Local Coastal Program Land Use Plan and the La Jolla Shores Planned District Ordinance. Therefore, staff recommends the Planning Commission deny the appeal and approve the project.

ALTERNATIVES

1. **Deny** the appeal and **Approve** Coastal Development Permit No. 516403 and Site Development Permit No. 516405, with modifications.

2. **Approve** the appeal and **Deny** Coastal Development Permit No. 516403 and Site Development Permit
   No. 516405, if the findings required to approve the project cannot be affirmed.

Respectfully submitted,

Mike Westlake
Program Manager
Development Services Department

Vena Lewis
Development Project Manager
Development Services Department

WESTLAKE/VSL

Attachments:

1. Aerial/Elevation Photo Survey
2. Community Plan Land Use Map
3. Project Location Map
4. Project Plans, including Elevations and Site Plans
5. Draft Permit with Conditions
6. Draft Resolution with Findings
7. Hearing Officer Report No. HO-05-023 (without attachments)
8. Planning Commission Report No. PC-05-173 (without attachments)
9. PC Copy of Recorded (existing) Permit
10. Copy of May 12, 2005 PC Minutes
11. Copy of Appeal Application
12. LJSPRC Recommendation
13. Ownership Disclosure Statement
14. Project Chronology
15. Community Planning Group Recommendation
16. Identified Public Vantage Points
17. Materials Submitted to the Hearing Officer
18. Hearing Officer Report No. 08-087 (without attachments)

Photo Survey

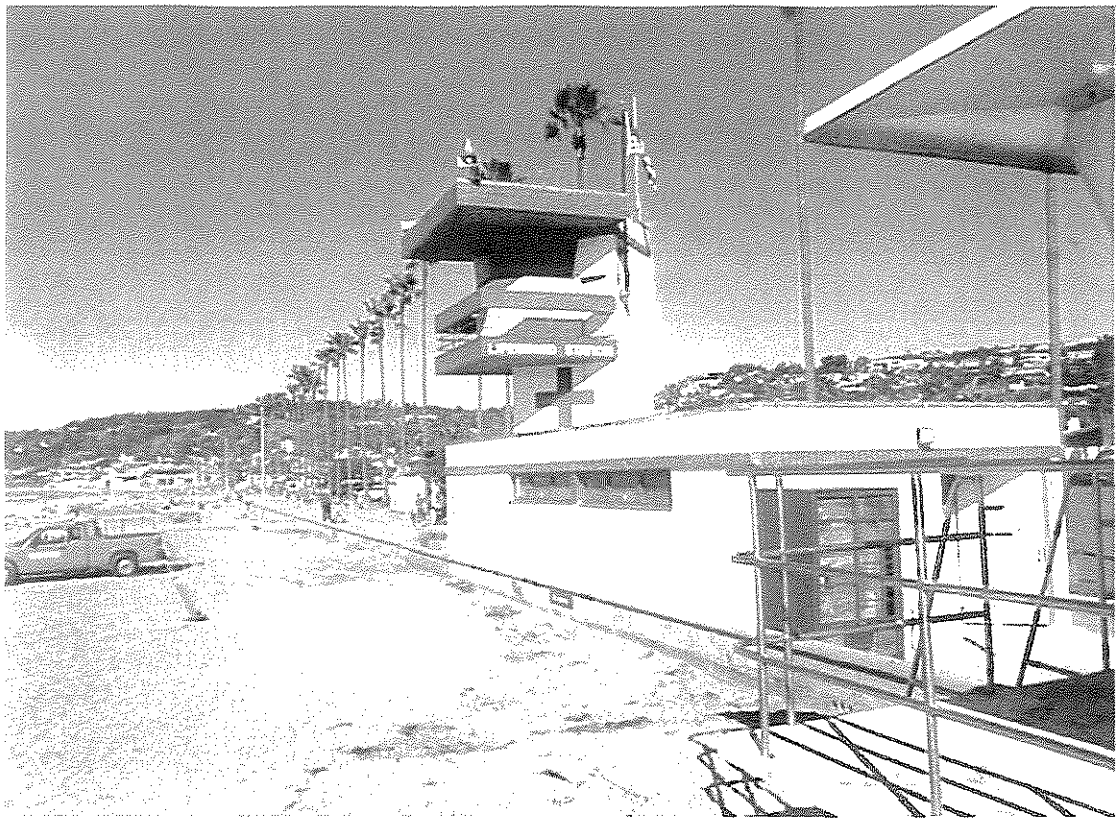
La Jolla Shores Lifeguard Station

City of San Diego

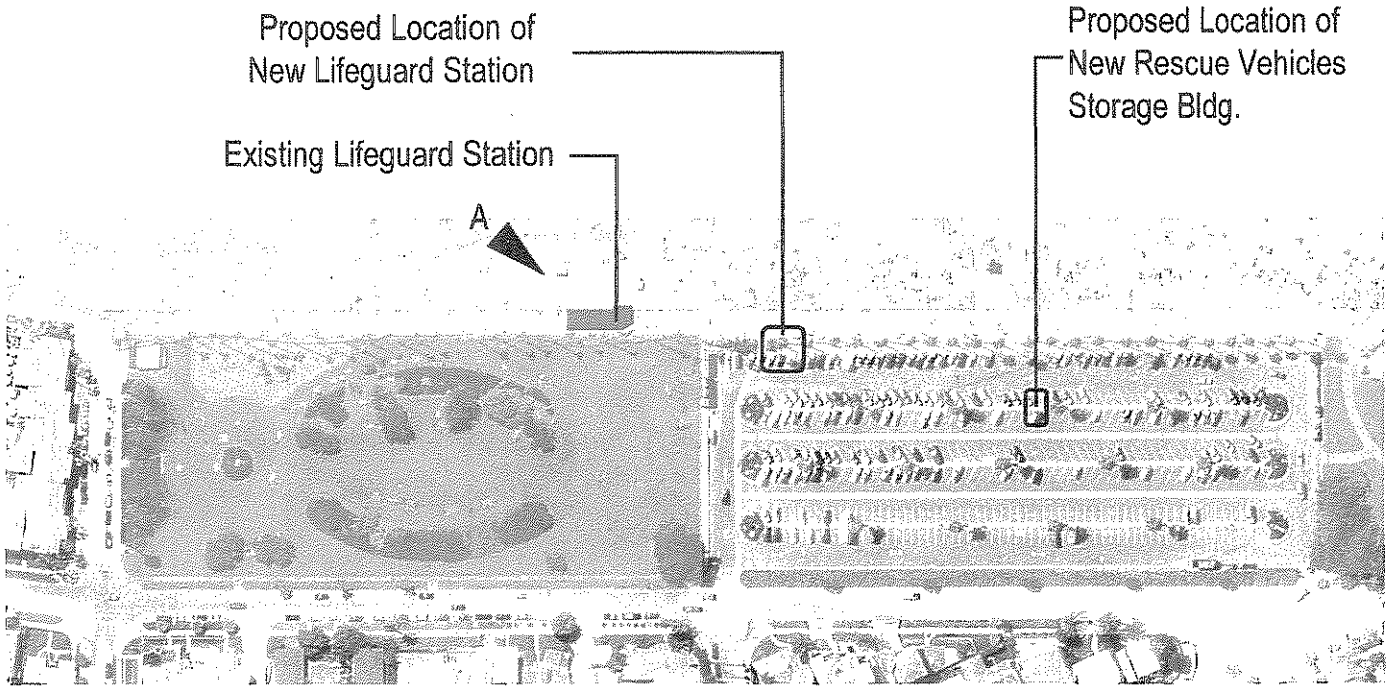
Coastal Development Permit &
Site Development Permit

December 15, 2003

Roesling Nakamura Architects, Inc.



A) View of Existing Lifeguard Station



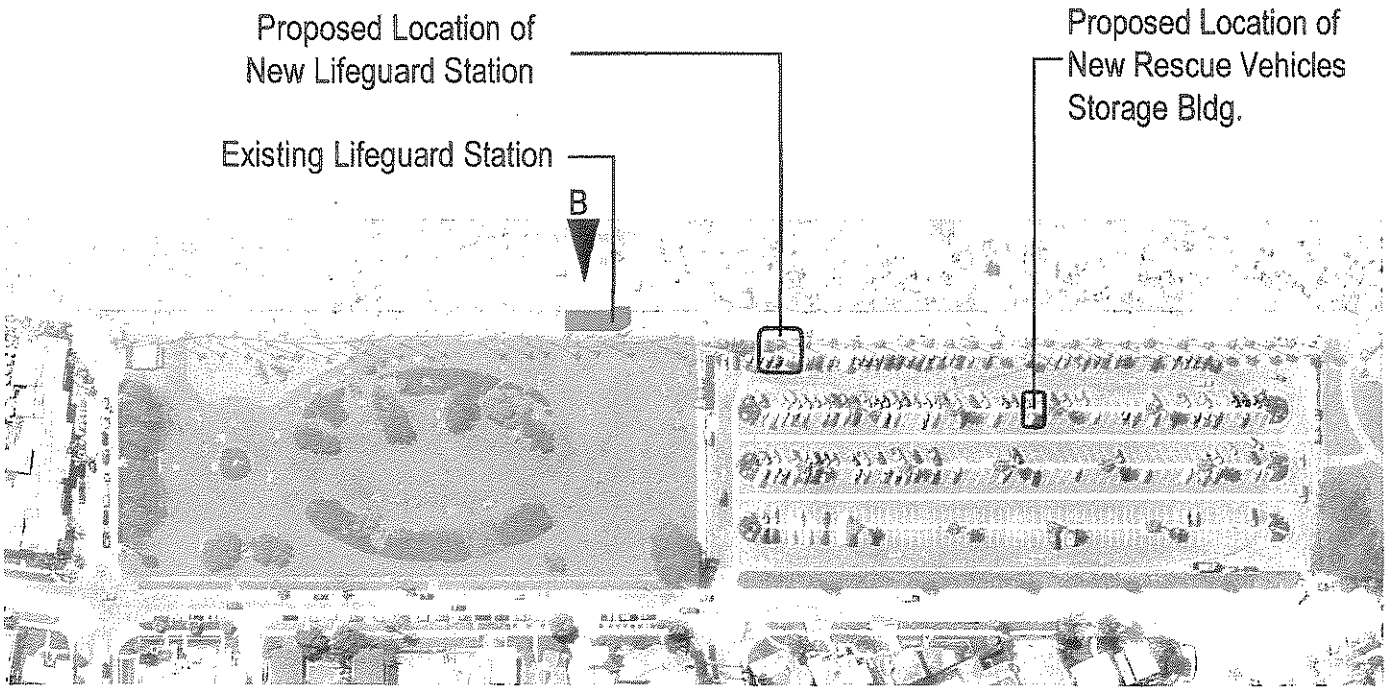
Key Map

Photo Survey

La Jolla Shores Lifeguard Station

Roesling Nakamura Architects, Inc.

B) View of Existing Lifeguard Station



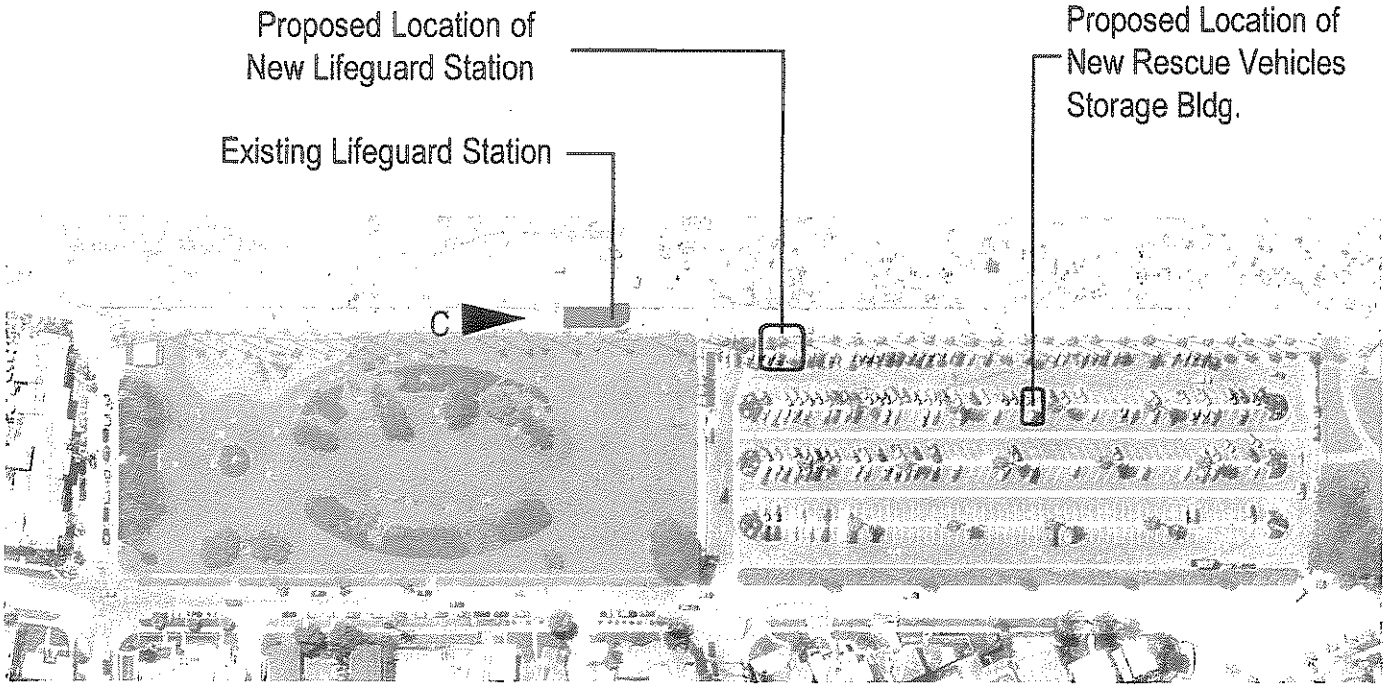
Key Map

Photo Survey

La Jolla Shores Lifeguard Station

Roesling Nakamura Architects, Inc.

C) View of Existing Lifeguard Station



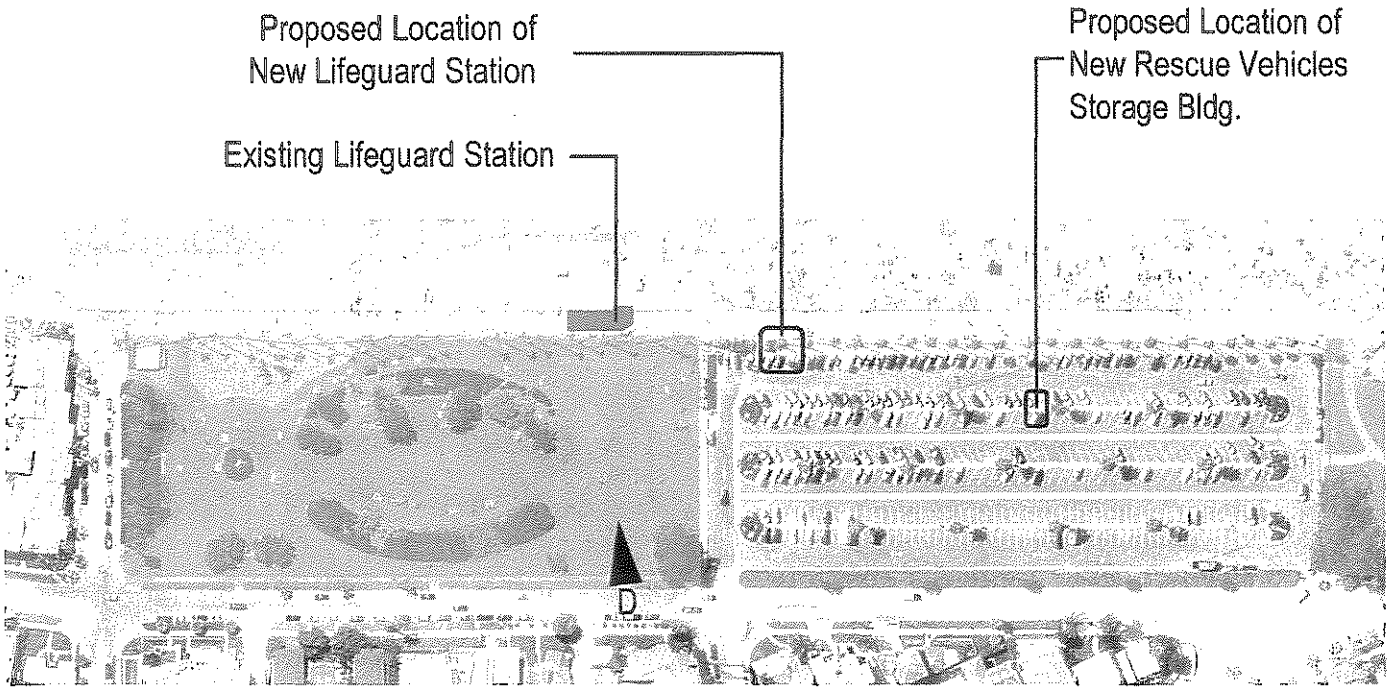
Key Map

Photo Survey

La Jolla Shores Lifeguard Station

Roesling Nakamura Architects, Inc.

D) View of Existing Lifeguard Station



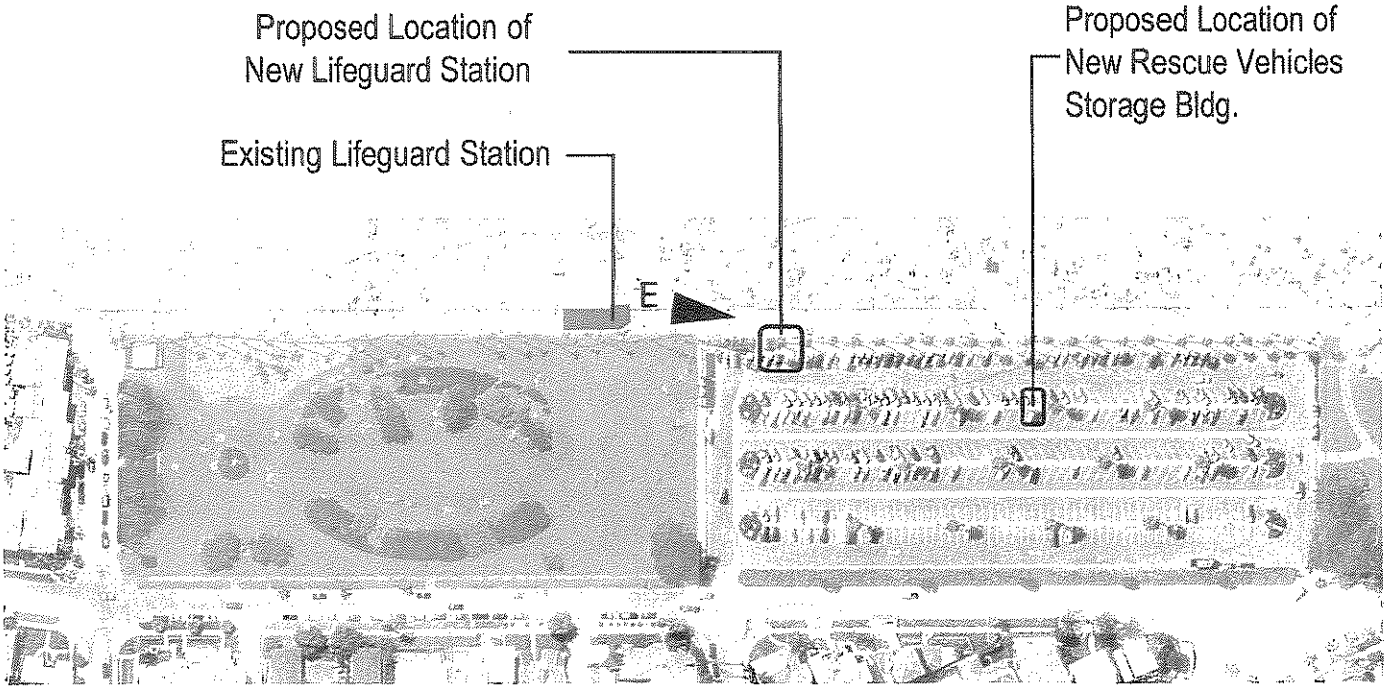
Key Map

Photo Survey

La Jolla Shores Lifeguard Station

Roesling Nakamura Architects, Inc.

E) View of Proposed Site Looking North



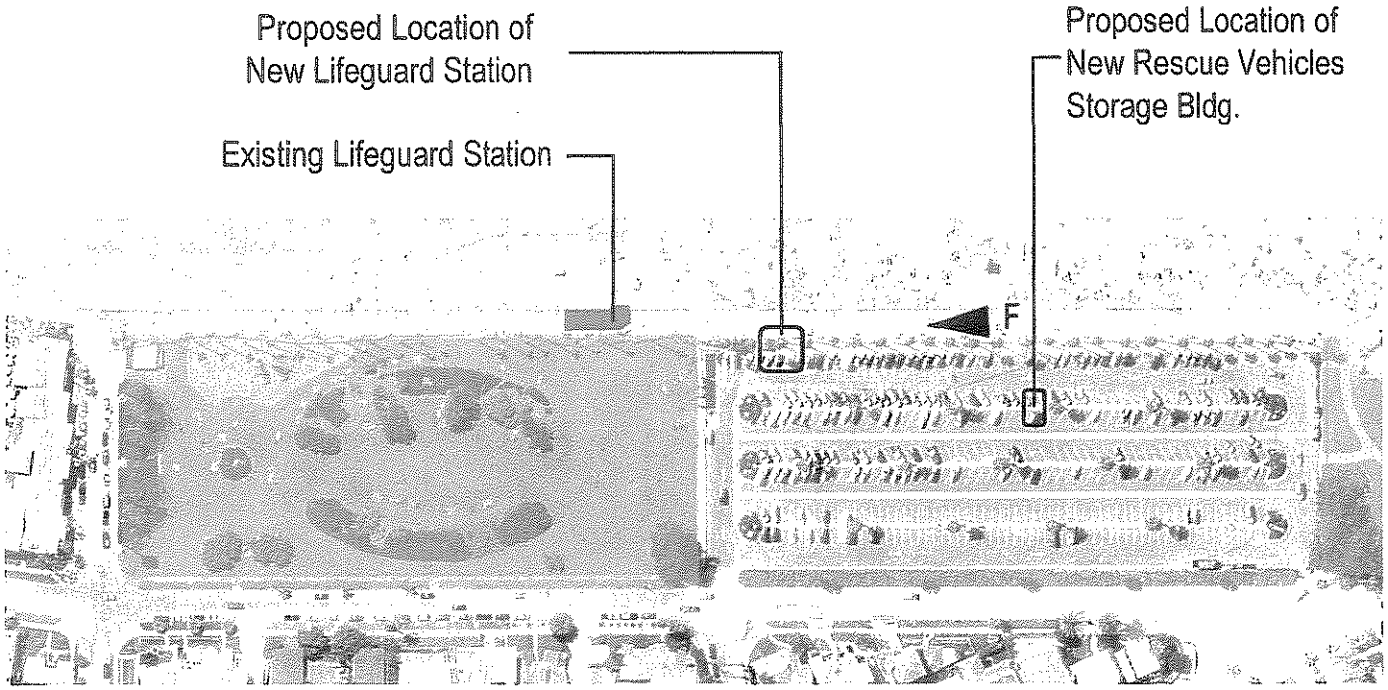
Key Map

Photo Survey

La Jolla Shores Lifeguard Station

Roesling Nakamura Architects, Inc.

F) View of Existing Boardwalk Looking South & Existing Lifeguard Station



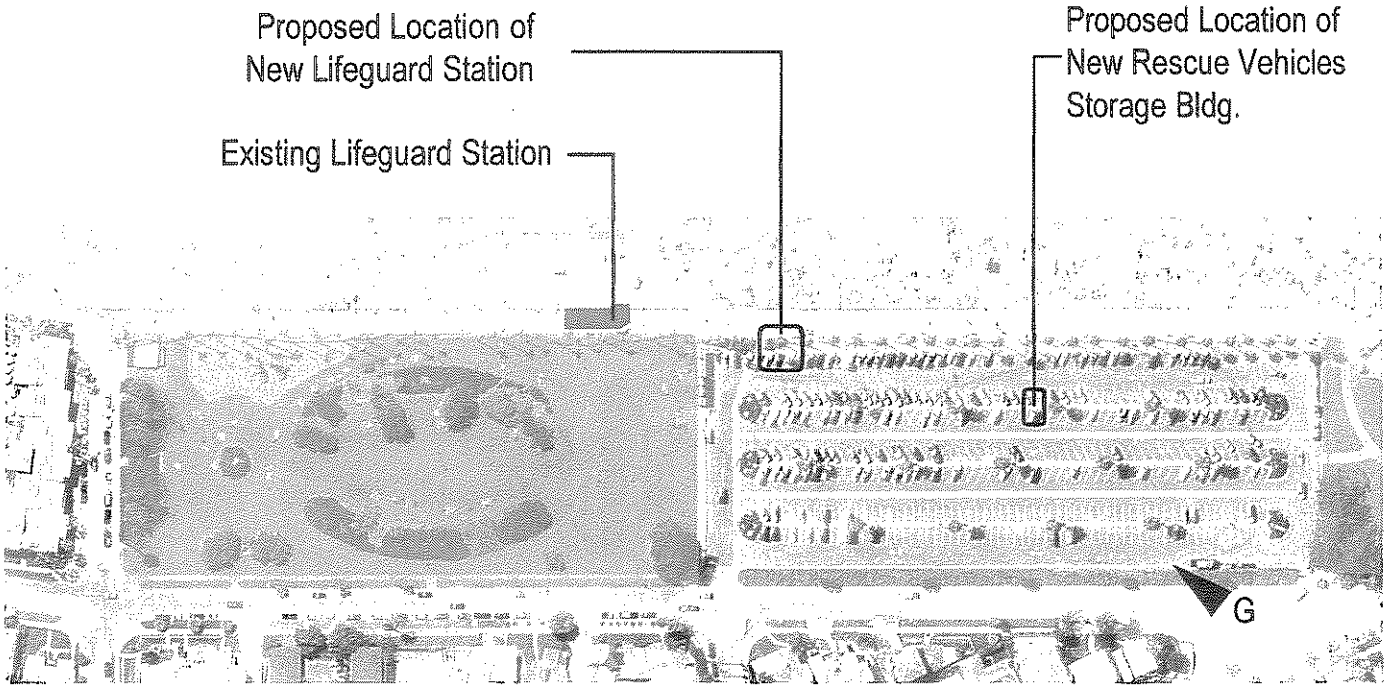
Key Map

Photo Survey

La Jolla Shores Lifeguard Station

Roesling Nakamura Architects, Inc.

G) View of Existing Parking Lot Looking Southwest



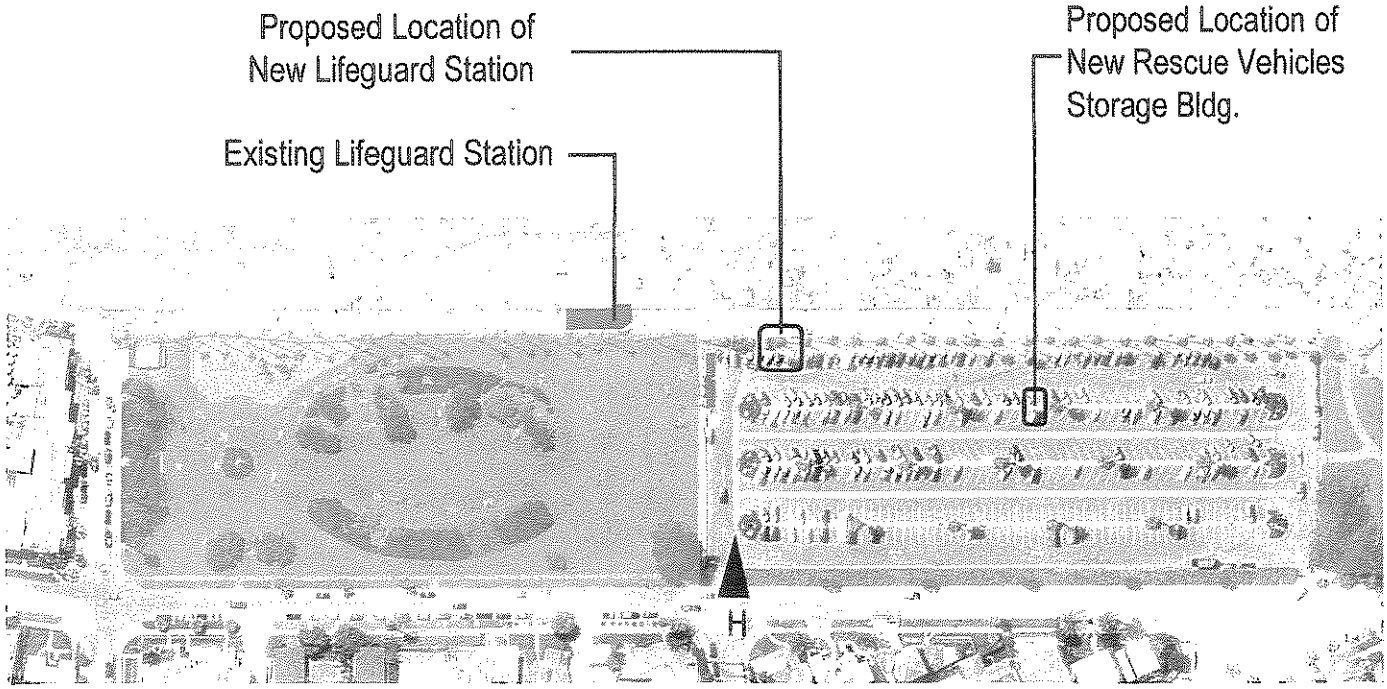
Key Map

Photo Survey

La Jolla Shores Lifeguard Station

Roesling Nakamura Architects, Inc.

H) View of Proposed Site From Parking Lot Entry



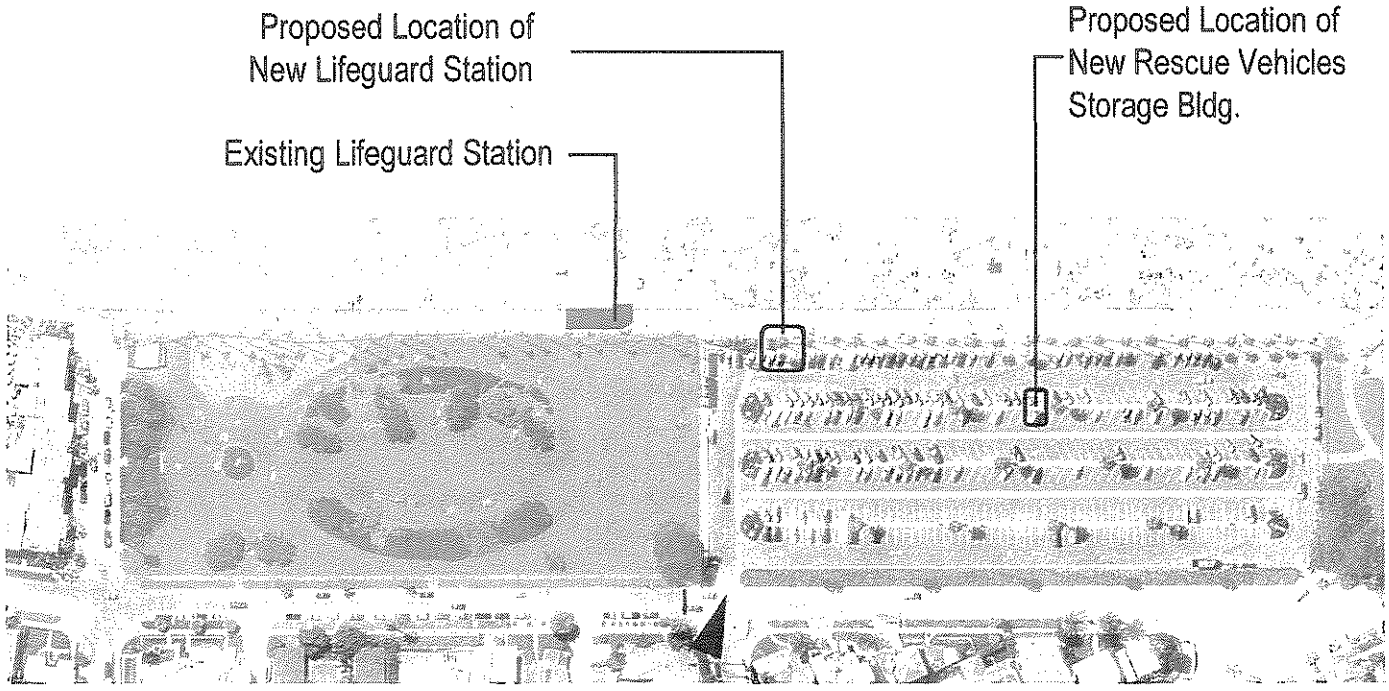
Key Map

Photo Survey

La Jolla Shores Lifeguard Station

Roesling Nakamura Architects, Inc.

I) View of Proposed Site From Parking Lot Entry

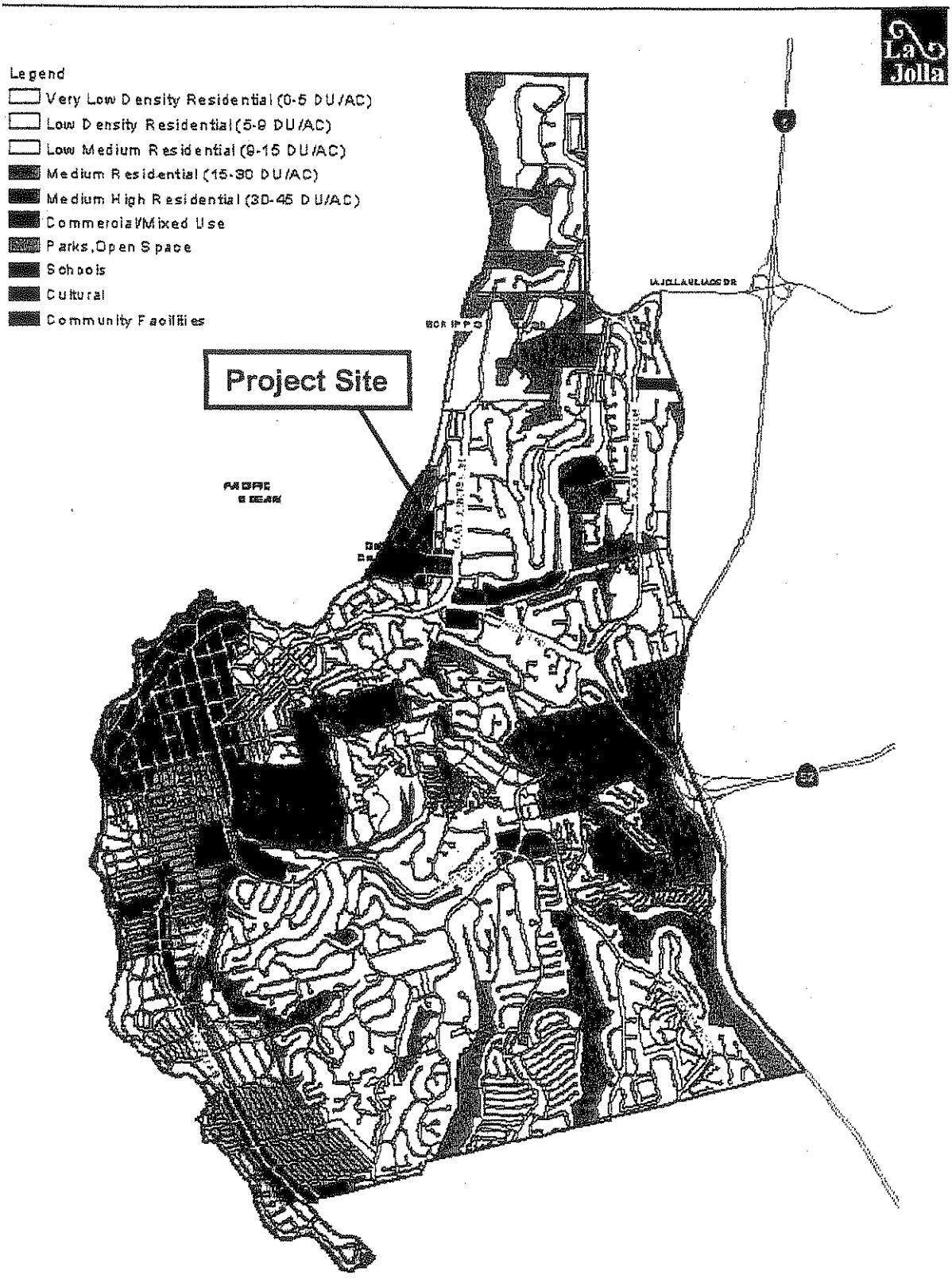


Key Map

Photo Survey

La Jolla Shores Lifeguard Station

Roesling Nakamura Architects, Inc.

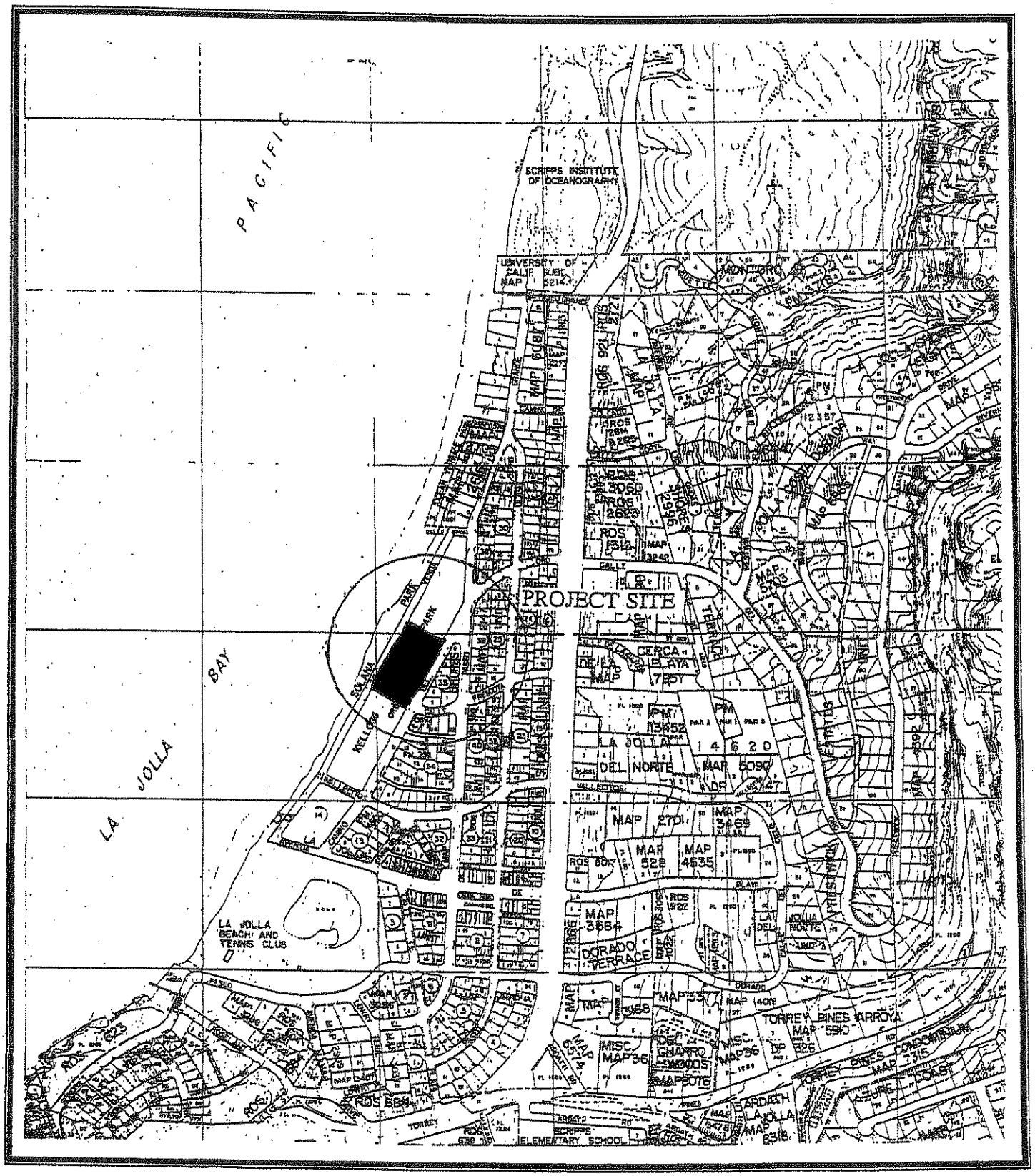


Community Land Use Map

La Jolla Community Plan
City of San Diego · Planning Department

Figure 1

ATTACHMENT 2



Location Map

LA JOLLA SHORES LIFEGUARD STATION

ATTACHMENT 3

LA JOLLA SHORES LIFEGUARD STATION

CITY OF SAN DIEGO LIFEGUARD SERVICES

CITY OF SAN DIEGO, CALIFORNIA

PROJECT DESCRIPTION

PROJECT CONSISTS OF THE DEMOLITION AND REMOVAL OF AN EXISTING 830 SF CONCRETE MASONRY LIFEGUARD TOWER STRUCTURE AND 185 SF (APPROX) METAL STORAGE CONTAINERS.

WORK SHALL INCLUDE SITE WORK, CONSTRUCTION, AND AREA DEVELOPMENT OF A NEW 1,480 SF MASONRY, STEEL AND GLASS SINGLE STORY LIFEGUARD BUILDING WITH A RAISED OBSERVATION ROOM AND A NEW 650 SF SINGLE STORY MASONRY STORAGE FACILITY.

REQUIRED DISCRETIONARY PERMITS / APPROVALS
- COASTAL DEVELOPMENT PERMIT
- SITE DEVELOPMENT PERMIT

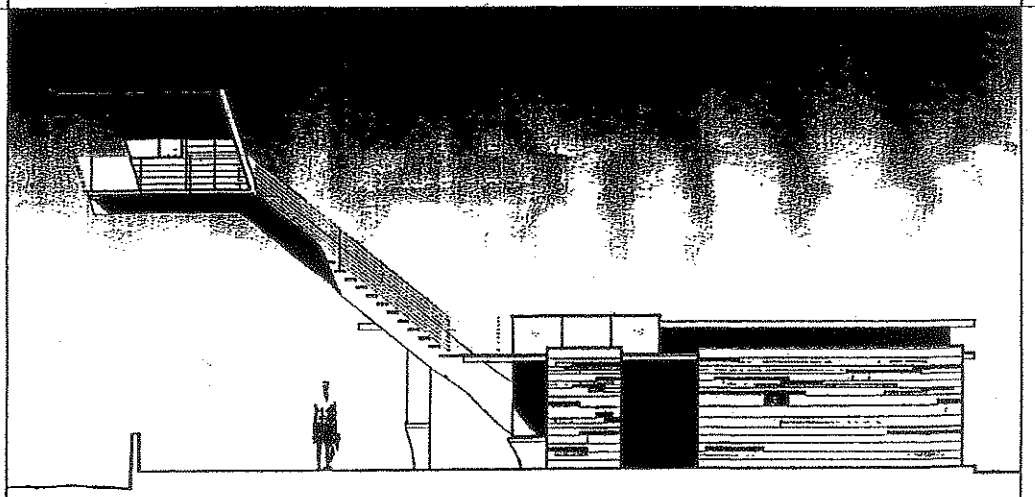
EMPLOYEE SHIFT DATA
TOTAL NUMBER OF EMPLOYEES IS 14

SHIFTS PER DAY PER EMPLOYEE
1 EMPLOYEE 8:00 A.M. to 4:00 P.M.
2 EMPLOYEE 9:00 A.M. to 5:00 P.M.
2 EMPLOYEE 10:00 A.M. to 6:00 P.M.
1 EMPLOYEE 10:30 A.M. to 6:30 P.M.
3 EMPLOYEE 11:00 A.M. to 7:00 P.M.
3 EMPLOYEE 12:30 A.M. to 8:30 P.M. (TOWER RELIEVE)
(THE SCHEDULE IS ADJUSTED ACCORDING TO SUNSET)

NOTE:

4 EXISTING DESIGNATED EMPLOYEE PARKING SPACES WILL BE RELOCATED WITHIN PARKING LOT. NO NEW ADDITIONAL DESIGNATED EMPLOYEE PARKING WILL BE PROVIDED

LA JOLLA SHORES LIFEGUARD STATION



SHEET INDEX

T-0.1 TITLE SHEET
T-0.2 GENERAL NOTES

CIVIL
C-1 OVERALL SITE UTILITY PLAN
C-2 GRADING, DRAINAGE, AND POLLUTION CONTROL PLAN
C-3 GRADING, DRAINAGE, AND POLLUTION CONTROL PLAN

LANDSCAPE
L-1 PLANTING PLAN
L-2 PLANTING NOTES & DETAILS
L-3 IRRIGATION PLAN
L-4 IRRIGATION NOTES & DETAILS

ARCHITECTURAL
AD-1.0 SITE DEMOLITION PLAN
AD-1.1 ENLARGED SITE DEMOLITION PLAN
AD-1.2 ENLARGED SITE DEMOLITION PLAN
AD-1.3 ENLARGED SITE DEMOLITION PLAN
A1-1.0 SITE PLAN
A1-2.0 ENLARGED SITE PLAN
A1-2.1 ENLARGED SITE PLAN
A1-2.2 ENLARGED SITE PLAN
A2-1.0 SITE DETAILS - RESTROOM
A2-1.1 GROUND FLOOR PLAN - LIFEGUARD BUILDING
A2-2.0 UPPER LEVEL PLAN - LIFEGUARD BUILDING
A2-2.1 FLOOR PLANS - SERVICE BUILDING
A3-1.0 SHEARWALL AND ROOF PLAN
A3-1.1 EXTERIOR ELEVATIONS - LIFEGUARD BUILDING
A3-1.2 EXTERIOR ELEVATIONS - LIFEGUARD BUILDING
A3-1.3 BREEZEWAY 2 ELEVATIONS - LIFEGUARD BUILDING
A3-2.0 EXTERIOR ELEVATIONS - SERVICE BUILDING
A4-1.0 BUILDING SECTIONS - LIFEGUARD BUILDING
A4-2.0 BUILDING SECTIONS - SERVICE BUILDING

PROJECT TEAM

OWNER
CITY OF SAN DIEGO
ENGINEERING AND CAPITAL PROJECTS
1010 SECOND AVE, SUITE 1400
SAN DIEGO, CA 92101

ARCHITECTS
ROESLING NAKAMURA ARCHITECTS, INC.
ATTN: ERICK ESPAÑA
363 FIFTH AVENUE
SAN DIEGO, CA. 92101
T. (619) 233-1023
F. (619) 233-0018

GEOTECHNICAL ENGINEER
RINCO & MOORE
ATTN: JOSEPH PRENCKE
3910 RESTIN ROAD
SAN DIEGO, CA. 92123
T. (858) 278-1000
F. (858) 278-5920

CIVIL ENGINEER
FLORES LAND DEVELOPMENT
ATTN: BILL FLORES
7220 TRADE STREET
SAN DIEGO, CA. 92121
T. (858) 566-0616
F. (858) 566-0627

LANDSCAPE ARCHITECT
WALLACE ROBERTS & TODD
ATTN: LAURA BURNETT
1133 COLUMBIA STREET, SUITE 123A
SAN DIEGO, CA. 92101
T. (619) 696-8303
F. (619) 696-7935

STRUCTURAL ENGINEER
ESM STRUCTURAL ENGINEERS
ATTN: BILL SCHELL
2445 FIFTH AVENUE, SUITE 300
SAN DIEGO, CA. 92101
T. (619) 687-3819
F. (619) 687-3814

MECHANICAL/ELECTRICAL ENGINEER
RICHARD LONG & ASSOCIATES INC.
10670 IRENA STREET
SUITE 208
SAN DIEGO, CA. 92131
T. (858) 541-0442
F. (858) 541-0643

ARTIST
MARY LYNN CUNNINGHAM
8180 SHIRLEY DRIVE
LA MESA, CA. 91941
T. (858) 698-3097

PROJECT DATA

OWNER: CITY OF SAN DIEGO
ENGINEERING AND CAPITAL PROJECTS
1010 SECOND AVE, SUITE 1400
SAN DIEGO, CA 92101

SITE ADDRESS: 8200 CAMINO DEL ORO
LA JOLLA, CA 92037

AREA:	DEMOLISH		NEW BUILDINGS	
STATION:	830 sf		STATION:	1,485
STORAGE:	380 sf		STORAGE:	650
TOTAL	1,210 sf		TOTAL	2,135 sf
SITE WORK (EST)				1,200 sf

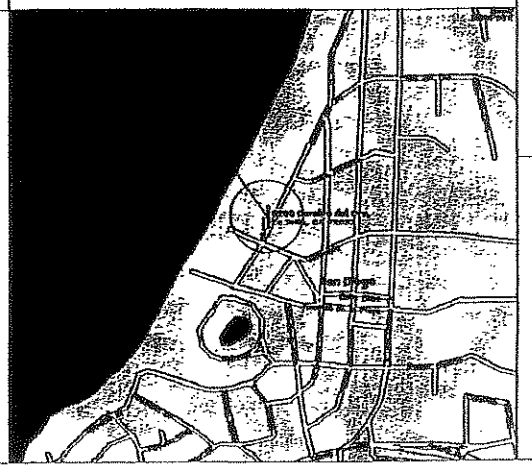
OVERLAY ZONE DESIGNATIONS: PARKING IMPACT AND
COASTAL OVERLAY ZONE
LA JOLLA SHORES PLANNED DISTRICT

NEW STRUCTURE - LIFEGUARD STATION
ZONING: RP, LA JOLLA SHORES PLANNED DISTRICT
USES: PUBLIC SAFETY FACILITY
TYPE OF CONSTRUCTION: TYPE V
OCCUPANCY CLASSIFICATION: B
PARCEL NUMBER: APN 346-161-01
LEGAL DESCRIPTION:
LA JOLLA SHORES UNIT NO.2
BLOCK 27 LOTS 1-8
STREET & ALLEY CLOSING

NEW STRUCTURE - STORAGE BUILDING
ZONING: RP, LA JOLLA SHORES PLANNED DISTRICT
USES: PUBLIC SAFETY FACILITY
TYPE OF CONSTRUCTION: TYPE V
OCCUPANCY CLASSIFICATION: B
PARCEL NUMBER: APN 346-161-01
LEGAL DESCRIPTION:
LA JOLLA SHORES UNIT NO.2
BLOCK 27 LOTS 1-8
STREET & ALLEY CLOSING

EXISTING STRUCTURE TO BE REMOVED
ZONING: RP, LA JOLLA SHORES PLANNED DISTRICT
USES: PUBLIC SAFETY FACILITY
TYPE OF CONSTRUCTION: TYPE V
OCCUPANCY CLASSIFICATION: B
PARCEL NUMBER: APN346-221-01
YEAR CONSTRUCTED: 1983
LEGAL DESCRIPTION:
LA JOLLA SHORES UNIT NO.2
BLOCK 28 LOTS 1-10

VICINITY MAP



DSD PERMIT RESUBMITTAL
DECEMBER 14, 2004

R N P

NOT FOR CONSTRUCTION

LA JOLLA SHORES LIFEGUARD STATION
LA JOLLA, CALIFORNIA

SHEET TITLE: TITLE SHEET

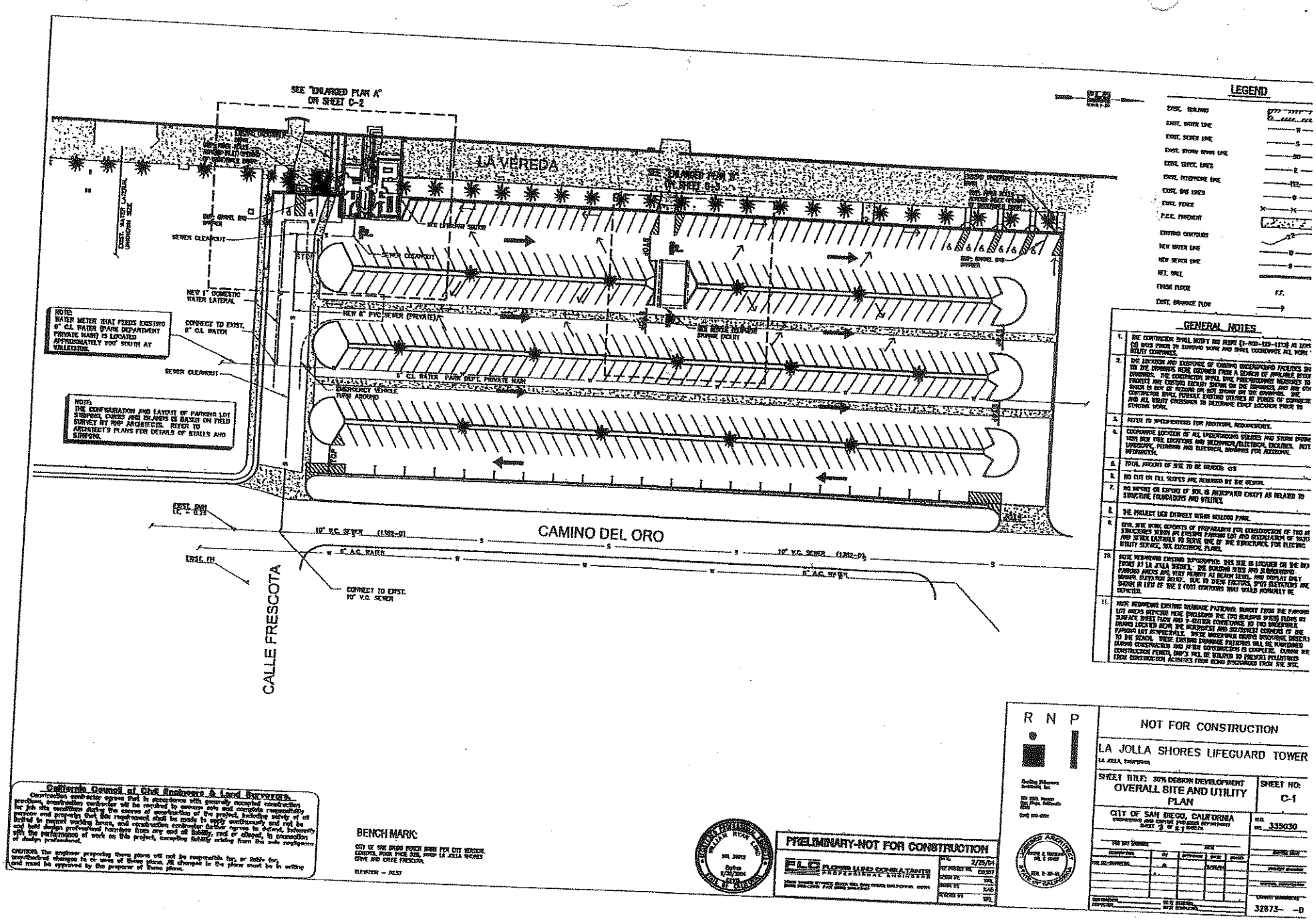
SHEET NO: T-0.1

CITY OF SAN DIEGO, CALIFORNIA
ENGINEERING AND CAPITAL PROJECTS DEPARTMENT

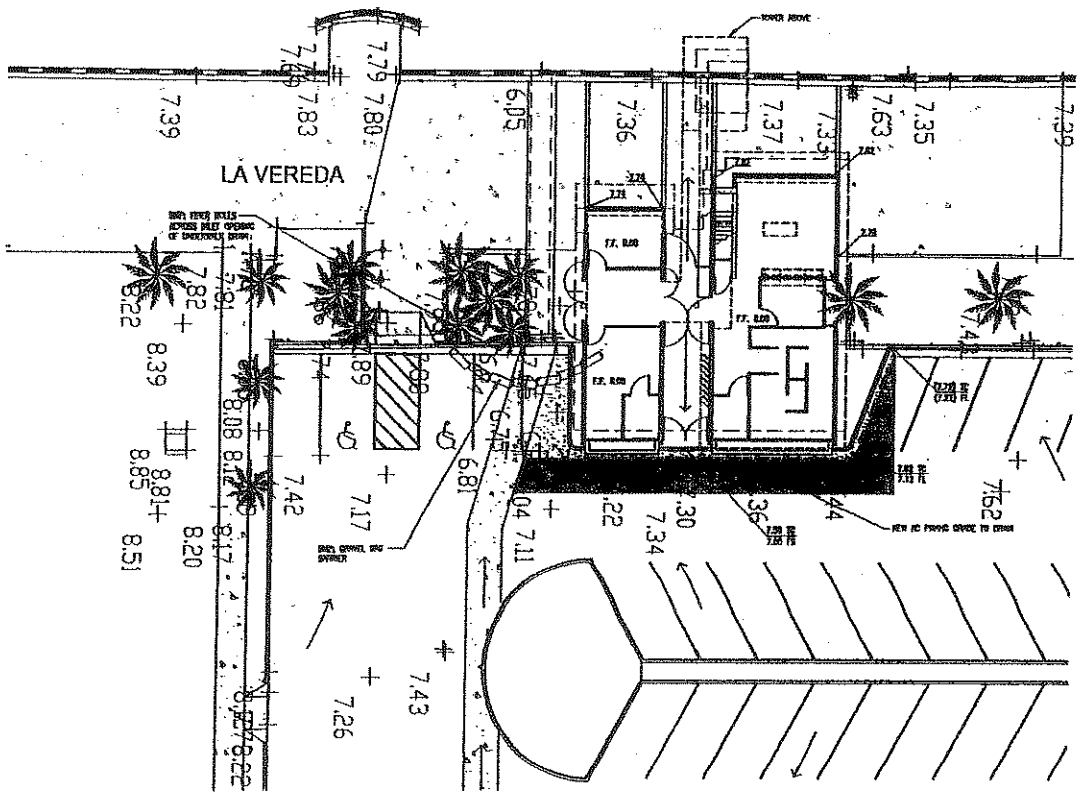
NO	DESCRIPTION	BY	APPROVED	DATE	ITEMS
1	REMARK	AS		11/15/04	
2	REMARK	AS		12/15/04	
3	PER RE-SUBMITTAL	AS		12/15/04	
4	PER RE-SUBMITTAL	AS		12/15/04	

DRAWN BY
CHECKED BY
DATE STARTED
DATE COMPLETED
PROJECT ENGINEER
BEARING DESIGNATION
CURRENT BENCHMARK
ELEVATION
DATUM

ATTACHMENT 4



ATTACHMENT 4



"ENLARGED PLAN A"
NEW LIFEGUARD STATION 1"=10'

LEGEND

EXIST. BUILDING
EXIST. WATER LINE
EXIST. SEWER LINE
EXIST. STORM DRAIN LINE
EXIST. ELECT. LINES
EXIST. TELEPHONE LINE
EXIST. GAS LINES
EXIST. FENCE
P.C.C. PAVEMENT
EXISTING CONTOURS
NEW WATER LINE
NEW SEWER LINE
RET. WALL
FINISH FLOOR
EXIST. DRAINAGE FLOW

GENERAL NOTES

1. THE CONTRACTOR SHALL NOTIFY DIG ALERT (1-800-422-4133) AT LEAST TWO (2) DAYS PRIOR TO STARTING WORK AND SHALL COORDINATE ALL WORK WITH UTILITY COMPANIES.
2. THE LOCATION AND EXISTENCE OF EXISTING UNDERGROUND FACILITIES SHOWN ON THE DRAWINGS WERE OBTAINED FROM A SEARCH OF AVAILABLE RECORD DRAWINGS. THE CONTRACTOR SHALL TAKE PRECAUTIONARY MEASURES TO PROTECT ANY EXISTING FACILITY SHOWN ON THE DRAWINGS, AND ANY OTHER WHICH IS NOT OF RECORD OR NOT SHOWN ON THE DRAWINGS. THE CONTRACTOR SHALL POTHOLE EXISTING UTILITIES AT POINTS OF CONNECTION AND ALL UTILITY CROSSINGS TO DETERMINE EXACT LOCATION PRIOR TO STARTING WORK.
3. REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
4. COORDINATE LOCATION OF ALL UNDERGROUND UTILITIES AND STORM DRAINS WITH NEW TREE LOCATIONS AND IRRIGATION/ELECTRICAL CONDUITS. REFER LANDSCAPE, PLUMBING AND ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
5. TOTAL AMOUNT OF SITE TO BE GRADED: CY.
6. NO CUT OR FILL SLOPES ARE PROPOSED BY THIS DESIGN.
7. NO REPORT OR EXPERT OF SOIL IS PREPARED EXCEPT AS RELATED TO STRUCTURAL FOUNDATIONS AND UTILITIES.
8. THE PROJECT LIES ENTIRELY WITHIN MELLOGG PARK.
9. GENERAL SITE WORK CONSISTS OF PREPARATION FOR DEMOLITION OF TWO (2) RET STRUCTURES WITHIN AN EXISTING PARKING LOT AND INSTALLATION OF WATER AND SEWER LATERALS TO SERVE ONE OF THE STRUCTURES. FOR ELECTRIC UTILITY SERVICE, SEE ELECTRICAL PLANS.
10. NOTE: REGARDING EXISTING TOPOGRAPHIC MAP: SITE IS LOCATED ON THE NEW FRONT AT LA JOLLA SHORES. THE BUILDING SITES AND SURROUNDING PARKING AREAS ARE MOST NEARLY AT SPOT LEVEL, AND DISPLAY ONLY ORIGINAL ELEVATION DATA. DUE TO THESE FACTORS, SPOT ELEVATIONS ARE SHOWN IN LIEU OF THE 2 FOOT CONTOURS THAT WOULD NORMALLY BE DEPICTED.
11. NOTE REGARDING EXISTING DRAINAGE PATTERNS: RUNOFF FROM THE PARKING LOT AREAS DEPICTED HERE (INCLUDING THE TWO BUILDING SITES) FLOWS BY SURFACE SHEET FLOW AND V-GUTTER CONVEYANCE TO TWO DRAINAGE INLETS LOCATED NEAR THE NORTHEAST AND SOUTHEAST CORNERS OF THE PARKING LOT RESPECTIVELY. THESE UNDERGROUND OUTLETS DISCHARGE DIRECTLY TO THE BEACH. THESE EXISTING DRAINAGE PATTERNS WILL BE MAINTAINED DURING CONSTRUCTION AND AFTER CONSTRUCTION IS COMPLETE. DURING THE CONSTRUCTION PERIOD, BMP'S WILL BE UTILIZED TO PREVENT POLLUTANTS FROM CONSTRUCTION ACTIVITIES FROM BEING DISCHARGED FROM THE SITE.

California Council of Civil Engineers & Land Surveyors

Construction contractor agrees that in accordance with generally accepted construction practices, construction contractor will be required to assume sole and complete responsibility for job site conditions during the course of construction of the project, including safety of all persons and property; that this requirement shall be made to apply continuously and not be limited to normal working hours, and construction contractor further agrees to defend, indemnify and hold design professional harmless from any and all liability, real or alleged, in connection with the performance of work on this project, excepting liability arising from the sole negligence of design professional.

CAUTION: The engineer preparing these plans will not be responsible for, or liable for, unauthorized changes to or uses of these plans. All changes to the plans must be in writing and must be approved by the preparer of these plans.

BENCH MARK:

CITY OF SAN DIEGO BENCH MARK STP CITY VERTICAL CONTROL POLE PACE 508, SHOP LA JOLLA SHORES DRIVE AND CAVE STREETS.

ELEVATION = 30.97

PRELIMINARY-NOT FOR CONSTRUCTION

PLC FLORES LAND CONSULTANTS PROFESSIONAL ENGINEERS

R N P

NOT FOR CONSTRUCTION

LA JOLLA SHORES LIFEGUARD TOWER

LA JOLLA, CALIFORNIA

SHEET TITLE: 90% DESIGN DEVELOPMENT
GRADING, DRAINAGE AND POLLUTION CONTROL PLAN

SHEET NO: C-2

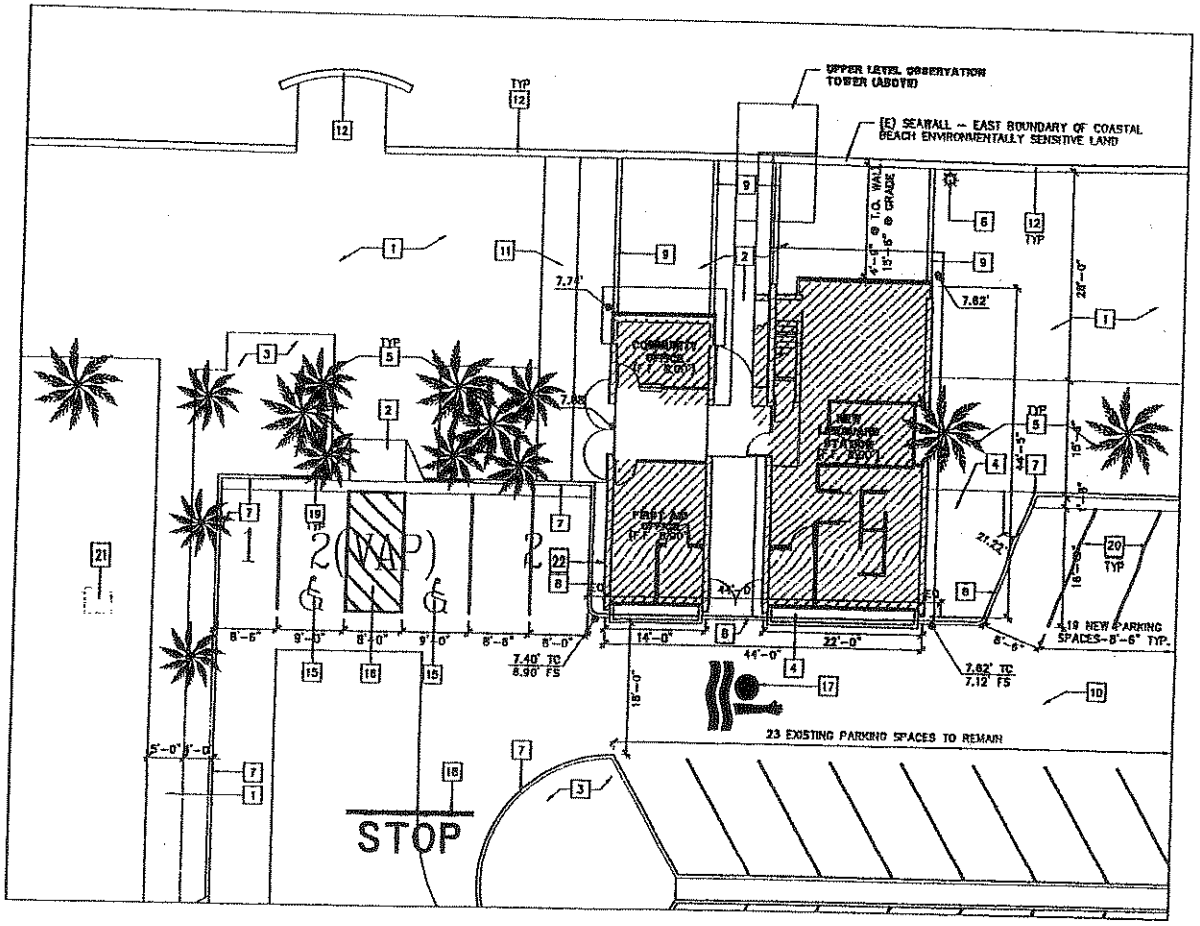
CITY OF SAN DIEGO, CALIFORNIA
ENGINEERING AND CAPITAL PROJECTS DEPARTMENT
UNIT 1 OF 1 SHEETS

W.O. No. 335030

DESCRIPTION	BY	APPROVED	DATE	PLANS
90% DESIGN DEVELOPMENT	JA		6/25/04	

32873-1-

ATTACHMENT 4



ENLARGED SITE PLAN

LA JOLLA SHORES LIFEGUARD STATION

SCALE: 1/8" = 1'-0"

GENERAL NOTES

1. HIGHEST POINT ON ROOF SHALL NOT EXCEED 30'-0" ABOVE FINISH GI
2. EXISTING AND PROPOSED GRADES TO MATCH

LEGEND

KEYNOTES

1. (E) CONCRETE PAVING TO REMAIN
2. (N) CONCRETE PAVING
3. (E) PLANTER TO REMAIN
4. (N) PLANTER–SEE LANDSCAPE DRAWINGS
5. (E) PALM TREE TO REMAIN
6. (E) LAMP POST TO REMAIN
7. (E) CONCRETE CURB TO REMAIN
8. (N) CONCRETE CURB TO MATCH EXISTING
9. (N) ENHANCED PAVING STRIP–SEE LANDSCAPE DRAWINGS
10. (E) ASPHALT PAVING TO REMAIN
11. (–) NOT USED
12. (E) CONCRETE SEAWALL TO REMAIN
13. (E) PALM TREE TO BE RELOCATED
14. RELOCATED (E) PALM TREE
15. (N) PAINTED ACCESSIBLE PARKING SYMBOL–SEE DTL 2/AS–2.2
16. (N) PAINTED ACCESSIBLE LOADING ZONE–SEE DTL 1/AS–2.2
17. (N) PAINTED LIFEGUARD SYMBOL
18. (N) PAINTED STOP LINE
19. (N) PAINTED CURB @ PARKING SPACES
20. (N) PAINTED PARKING STRIPE
21. (E) ELECTRICAL TRANSFORMER TO REMAIN
22. (N) ADDRESS SIGNAGE

R N P

NOT FOR CONSTRUCTION

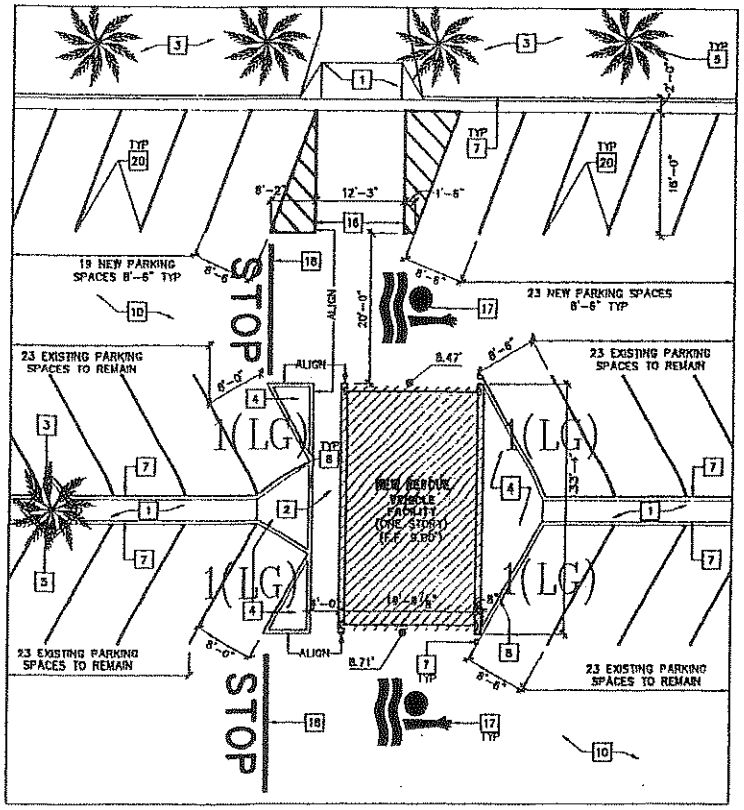
LA JOLLA SHORES LIFEGUARD STATION

SHEET TITLE: ENLARGED SITE PLAN

SHEET NO: AS-2.0

CITY OF SAN DIEGO, CALIFORNIA

ATTACHMENT 4



RESCUE VEHICLES FACILITY ENLARGED SITE PLAN (1)

LA JOLLA SHORES LIFEGUARD STATION

SCALE: 1/8" = 1'-0"

GENERAL NOTES

1. HIGHEST POINT ON ROOF SHALL NOT EXCEED 30'-0" ABOVE FINISH GRA
2. EXISTING AND PROPOSED GRADES TO MATCH

LEGEND

KEYNOTES

1	(E) CONCRETE PAVING TO REMAIN
2	(N) CONCRETE PAVING
3	(E) PLANTER TO REMAIN
4	(N) PLANTER – SEE LANDSCAPE DRAWINGS
5	(E) PALM TREE TO REMAIN
6	(E) LAMP POST TO REMAIN
7	(E) CONCRETE CURB TO REMAIN
8	(N) CONCRETE CURB TO MATCH EXISTING
9	(N) ENHANCED PAVING STRIP–SEE LANDSCAPE DRAWINGS
10	(E) ASPHALT PAVING TO REMAIN
11	(–) NOT USED
12	(E) CONCRETE SEAWALL TO REMAIN
13	(E) PALM TREE TO BE RELOCATED
14	RELOCATED (E) PALM TREE
15	(–) NOT USED
16	(N) PAINTED PARKING WHITE STRIPING (NON–ACCESSIBLE)
17	(N) PAINTED LIFEGUARD SYMBOL–COPY GRAPHIC PROVIDE BY CITY
18	(N) PAINTED STOP LINE
19	(N) PAINTED CURB @ PARKING SPACES
20	(N) PAINTED PARKING STRIPE
21	(E) ELECTRICAL TRANSFORMER TO REMAIN

R N P

NOT FOR CONSTRUCTION

LA JOLLA SHORES LIFEGUARD STATION

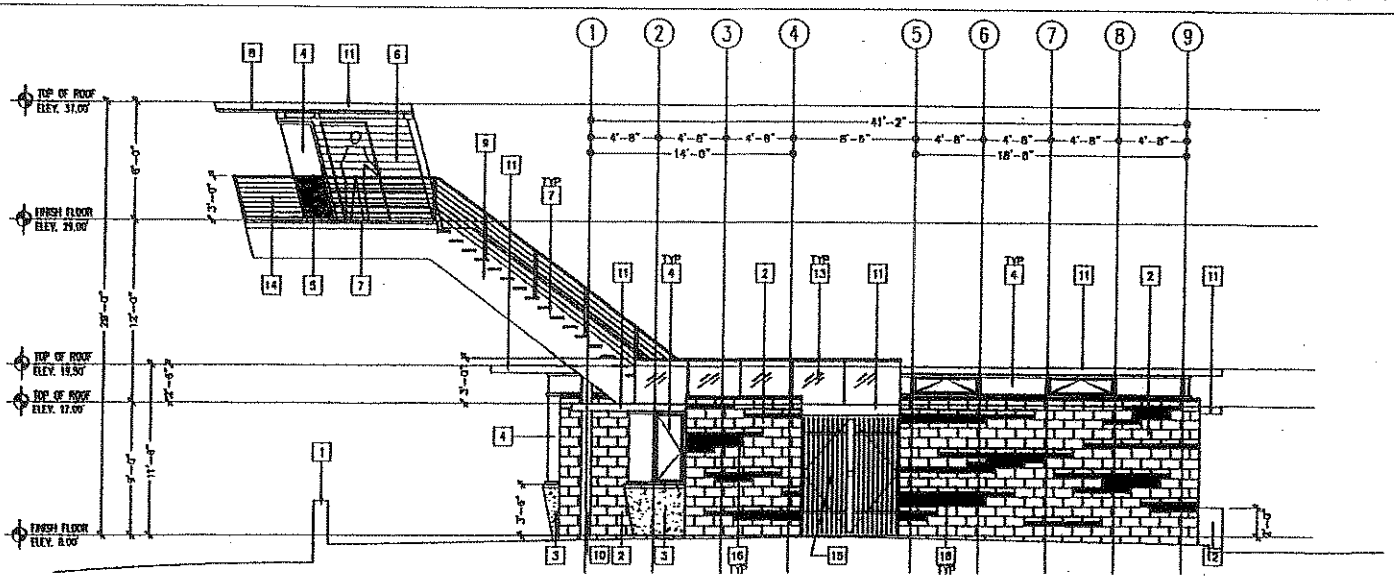
LA JOLLA, CALIFORNIA

SHEET TITLE: ENLARGED SITE PLAN

SHEET NO: A8-2.1

CITY OF SAN DIEGO, CALIFORNIA

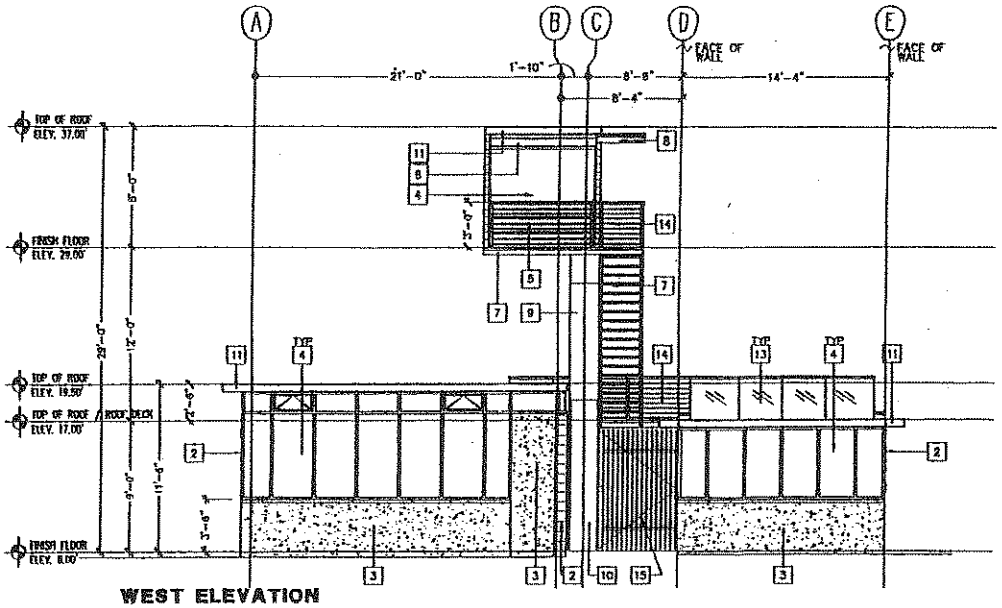
ATTACHMENT 4



SOUTH ELEVATION / SITE SECTION

LA JOLLA SHORES LIFEGUARD STATION

SCALE: 1/4" = 1'-0" (1)



WEST ELEVATION

LA JOLLA SHORES LIFEGUARD STATION

SCALE: 1/4" = 1'-0" (2)

GENERAL NOTES

1. ALL CONCRETE MASONRY WALLS TO BE RUNNING BOND, U.O.N.
2. ALL EXPOSED STEEL TO BE HOT-DIPPED GALVANIZED
3. ALL GRIDLINES ARE TO CENTERLINE OF STRUCTURE, U.O.N.
4. HIGHEST POINT ON ROOF SHALL NOT EXCEED 30'-0" ABOVE FINISH GRADE
5. EXISTING GRADE AND PROPOSED GRADE TO MATCH
6. ARCHITECTURAL SCREENING ELEMENTS – NONE

LEGEND

- FROSTED GLASS
- C.I.P. CONCRETE
- CONCRETE MASONRY UNITS
- METAL SIDING

KEYNOTES

#	MATERIAL	FINISH	COLOR
1	(E) SEA WALL TO REMAIN	N/A	N/A
2	10" C.M.U. WALL	NATURAL / ANTI-GRAFFITI	BUFF (LT/ TAN)
3	C.I.P. CONCRETE WALL	NATURAL / ANTI-GRAFFITI	LT. GREY
4	SINGLE-GLAZED STOREFRONT SYSTEM	FACTORY	CLEAR
5	SINGLE-GLAZED STOREFRONT SYSTEM	FACTORY	FROSTED
6	METAL SIDING OVER WOOD STUD WALL	PAINT KYNAR FINISH	DK. GREY
7	CANTILEVERED STEEL GRATE DECKING AND STAIRS	GALVANIZED / PAINT	DK. GREY
8	CANTILEVERED STEEL SUNSHADE	GALVANIZED / PAINT	DK. GREY
9	METAL-CLAD STEEL BEAMS	PAINT KYNAR FINISH	LT. SILVER
10	METAL-CLAD STEEL COLUMN	PAINT KYNAR FINISH	LT. SILVER
11	METAL FASCIA / SOFFIT SYSTEM	GALVANIZED / PAINT	DK. GREY
12	C.I.P. CONCRETE PLANTER	NATURAL / ANTI-GRAFFITI	NATURAL
13	TEMPERED GLASS GUARDRAIL	FACTORY	CLEAR
14	STEEL AND CABLE GUARDRAIL	FACTORY	N/A
15	STEEL GATE	GALVANIZED / PAINT	BLACK
16	GLASS, TILE, AND CONCRETE ART INSTALLATION	ANTI-GRAFFITI	N.I.C. – PROVIDED BY ARTIST

DSD PERMIT RESUBMITTAL
OCTOBER 1, 2004

R N P

NOT FOR CONSTRUCTION

LA JOLLA SHORES LIFEGUARD STATION
LA JOLLA, CALIFORNIA

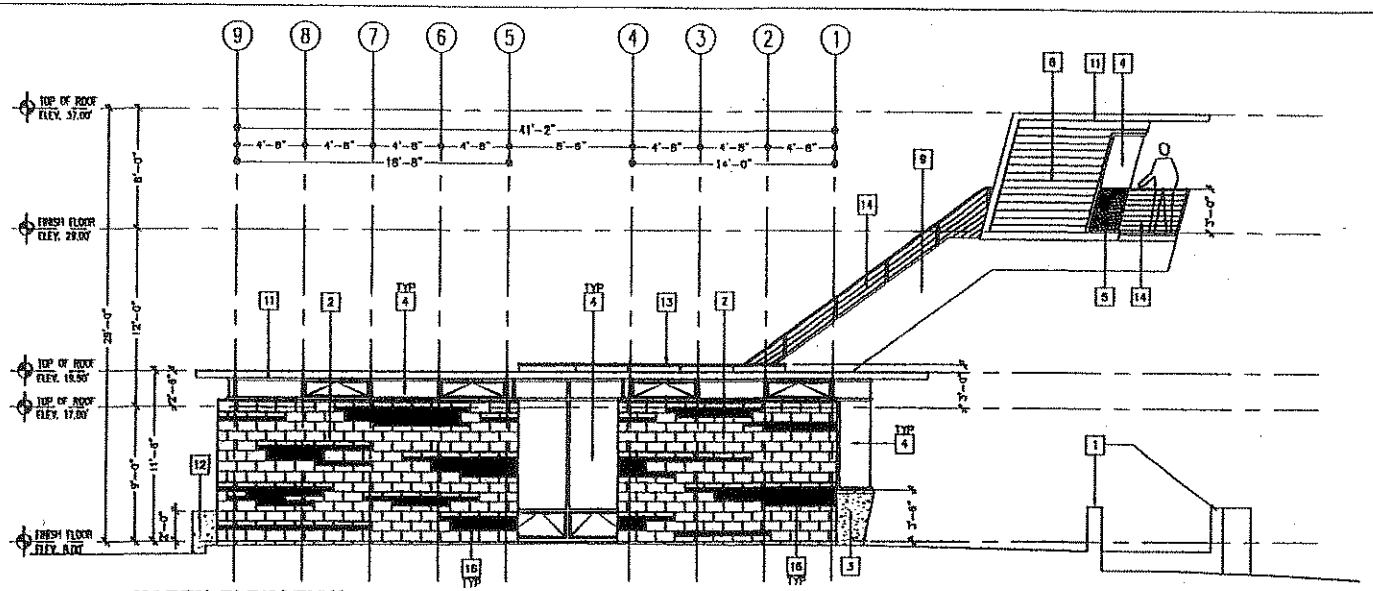
SHEET TITLE: EXTERIOR ELEVATIONS - SOUTH AND WEST

SHEET NO: A3-1.0

CITY OF SAN DIEGO, CALIFORNIA

22679-22-0

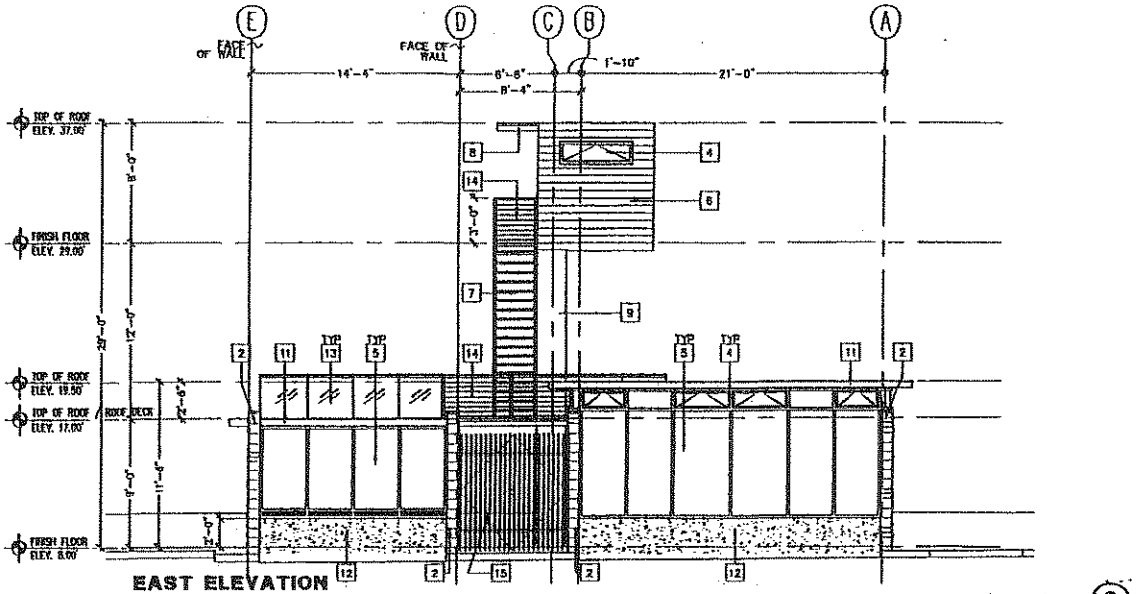
ATTACHMENT 4



NORTH ELEVATION

LA JOLLA SHORES LIFEGUARD STATION

SCALE: 1/4" = 1'-0" (1)



EAST ELEVATION

LA JOLLA SHORES LIFEGUARD STATION

SCALE: 1/4" = 1'-0" (2)

GENERAL NOTES

1. ALL CONCRETE MASONRY WALLS TO BE RUNNING BOND, U.O.N.
2. ALL EXPOSED STEEL TO BE HOT-DIPPED GALVANIZED
3. ALL GRIDLINES ARE TO CENTERLINE OF STRUCTURE, U.O.N.
4. HIGHEST POINT ON ROOF SHALL NOT EXCEED 30'-0" ABOVE FINISH GRADE
5. EXISTING GRADE AND PROPOSED GRADE TO MATCH
6. ARCHITECTURAL SCREENING ELEMENTS – NONE

LEGEND

- FROSTED GLASS
- C.I.P. CONCRETE
- CONCRETE MASONRY UNITS
- METAL SIDING

KEYNOTES

#	MATERIAL	FINISH	COLOR
1	(E) SEA WALL TO REMAIN	N/A	N/A
2	10" C.M.U. WALL	NATURAL / ANTI-GRAFFITI	BUFF (LT/ TAN)
3	C.I.P. CONCRETE WALL	NATURAL / ANTI-GRAFFITI	LT. GREY
4	SINGLE-GLAZED STOREFRONT SYSTEM	FACTORY	CLEAR
5	SINGLE-GLAZED STOREFRONT SYSTEM	FACTORY	FROSTED
6	METAL SIDING OVER WOOD STUD WALL	PAINT KYNAR FINISH	DK. GREY
7	CANTILEVERED STEEL GRATE DECKING AND STAIRS	GALVANIZED / PAINT	DK. GREY
8	CANTILEVERED STEEL SUNSHADE	GALVANIZED / PAINT	DK. GREY
9	METAL-CLAD STEEL BEAMS	PAINT KYNAR FINISH	LT. SILVER
10	METAL-CLAD STEEL COLUMN	PAINT KYNAR FINISH	LT. SILVER
11	METAL FASCIA / SOFFIT SYSTEM	GALVANIZED / PAINT	DK. GREY
12	C.I.P. CONCRETE PLANTER	NATURAL / ANTI-GRAFFITI	NATURAL
13	TEMPERED GLASS GUARDRAIL	FACTORY	CLEAR
14	STEEL AND CABLE GUARDRAIL	FACTORY	N/A
15	STEEL GATE	GALVANIZED / PAINT	BLACK
16	GLASS, TILE, AND CONCRETE ART INSTALLATION	ANTI-GRAFFITI	N.I.C. – PROVIDED BY ARTIST

DSD PERMIT RESUBMITTAL
OCTOBER 1, 2004

R N P

NOT FOR CONSTRUCTION

LA JOLLA SHORES LIFEGUARD STATION

LA JOLLA, CALIFORNIA

SHEET TITLE: **EXTERIOR ELEVATIONS – NORTH AND EAST**

SHEET NO: **A9-1.1**

CITY OF SAN DIEGO, CALIFORNIA

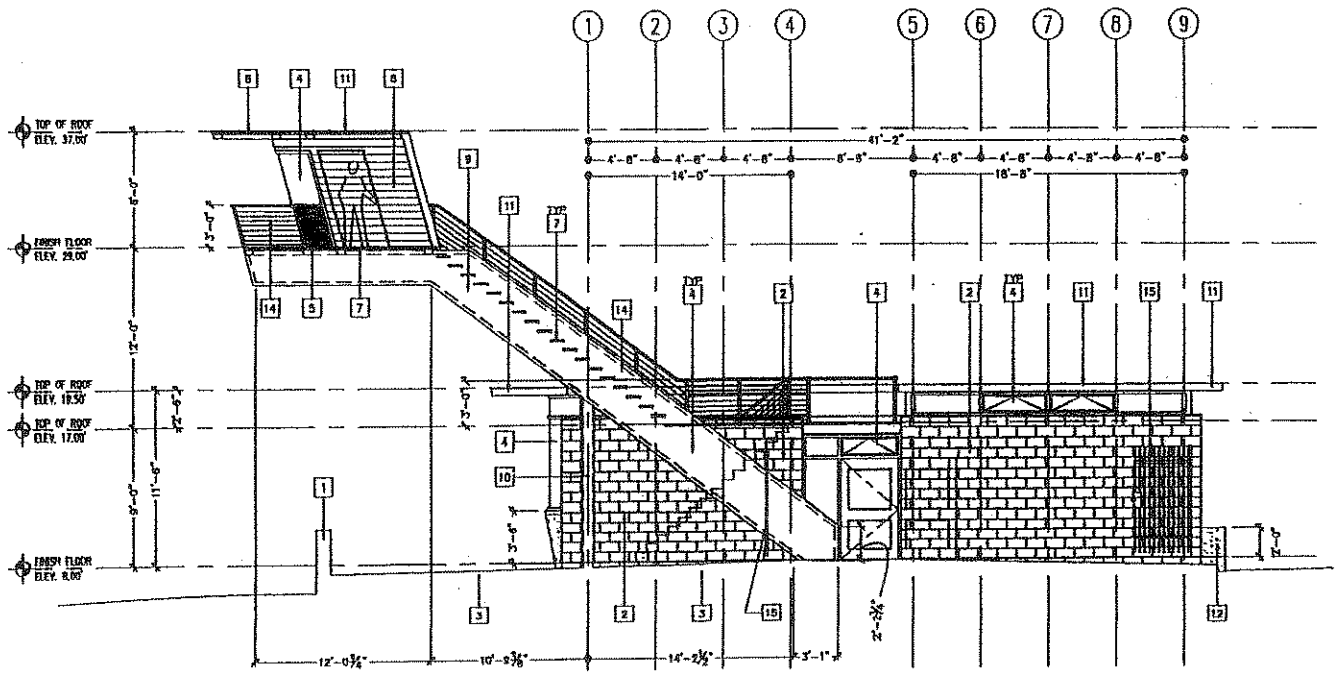
DEPARTMENT OF PARKS AND RECREATION

BID NO. 338090

DESCRIPTION	BY	APPROVED	DATE	PLANS
	JC		8/30/04	
	JL		1/15/04	
	JL		9/30/04	

DRAWING NO. 22979-98-D

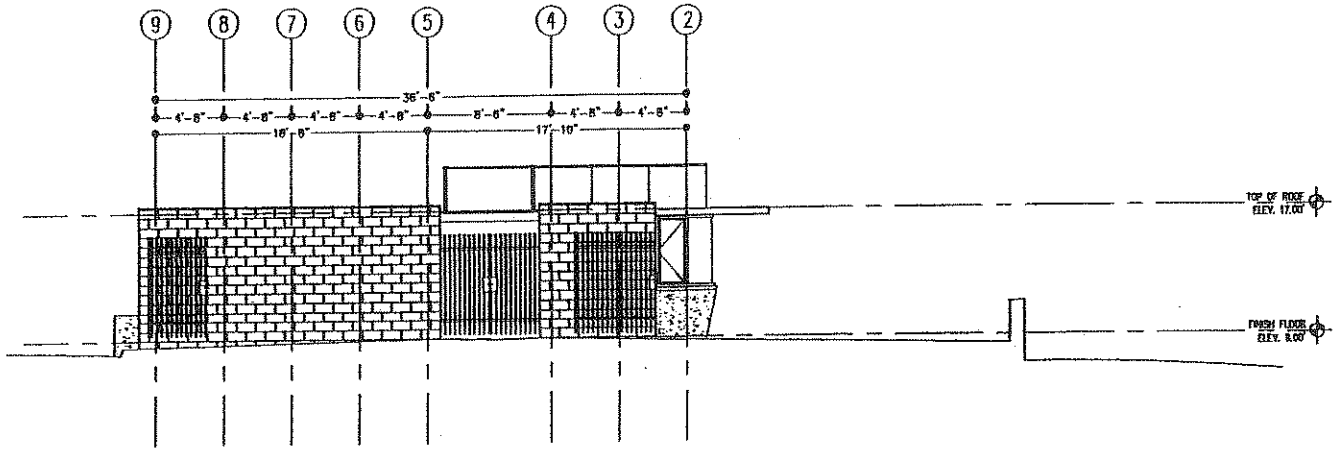
ATTACHMENT 4



SOUTH BREEZEWAY ELEVATION

LA JOLLA SHORES LIFEGUARD STATION

SCALE: 1/4" = 1'-0" (1)



NORTH BREEZEWAY ELEVATION

LA JOLLA SHORES LIFEGUARD STATION

SCALE: 1/4" = 1'-0" (2)

GENERAL NOTES

1. ALL CONCRETE MASONRY WALLS TO BE RUNNING BOND, U.O.N.
2. ALL EXPOSED STEEL TO BE HOT-DIPPED GALVANIZED
3. ALL GRIDLINES ARE TO CENTERLINE OF STRUCTURE, U.O.N.
4. HIGHEST POINT ON ROOF SHALL NOT EXCEED 30'-0" ABOVE FINISH GRAD
5. EXISTING GRADE AND PROPOSED GRADE TO MATCH
6. ARCHITECTURAL SCREENING ELEMENTS -- NONE

LEGEND

- FROSTED GLASS
- C.I.P. CONCRETE
- CONCRETE MASONRY UNITS
- METAL SIDING

KEYNOTES

#	MATERIAL	FINISH	COLOR
1	(E) SEA WALL TO REMAIN	N/A	N/A
2	10" C.M.U. WALL	NATURAL / ANTI-GRAFFITI	BUFF (LT/ TAN)
3	C.I.P. CONCRETE WALL	NATURAL / ANTI-GRAFFITI	LT. GREY
4	SINGLE-GLAZED STOREFRONT SYSTEM	FACTORY	CLEAR
5	SINGLE-GLAZED STOREFRONT SYSTEM	FACTORY	FROSTED
6	METAL SIDING OVER WOOD STUD WALL	PAINT KYNAR FINISH	DK. GREY
7	CANTILEVERED STEEL GRATE DECKING AND STAIRS	GALVANIZED / PAINT	DK. GREY
8	CANTILEVERED STEEL SUNSHADE	GALVANIZED / PAINT	DK. GREY
9	METAL-CLAD STEEL BEAMS	PAINT KYNAR FINISH	LT. SILVER
10	METAL-CLAD STEEL COLUMN	PAINT KYNAR FINISH	LT. SILVER
11	METAL FASCIA / SOFFIT SYSTEM	GALVANIZED / PAINT	DK. GREY
12	C.I.P. CONCRETE PLANTER	NATURAL / ANTI-GRAFFITI	NATURAL
13	TEMPERED GLASS GUARDRAIL	FACTORY	CLEAR
14	STEEL AND CABLE GUARDRAIL	FACTORY	N/A
15	STEEL GATE	GALVANIZED / PAINT	BLACK
16	GLASS, TILE, AND CONCRETE ART INSTALLATION	ANTI-GRAFFITI	N.I.C. - PROVIDED BY ARTIST

40% CONSTRUCTION DOCUMENT SET
JUNE 24, 2004

R N P

NOT FOR CONSTRUCTION

LA JOLLA SHORES LIFEGUARD STATION

LA JOLLA, CALIFORNIA

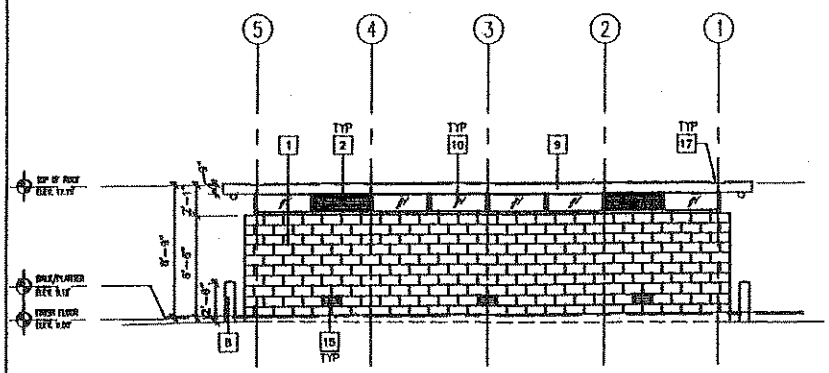
SHEET TITLE: BREEZEWAY ELEVATIONS

SHEET NO: A3-1.1

CITY OF SAN DIEGO, CALIFORNIA

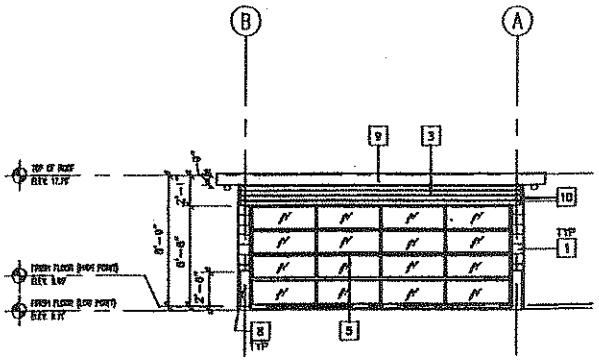
LICENSED ARCHITECT STATE OF CALIFORNIA

ATTACHMENT 4



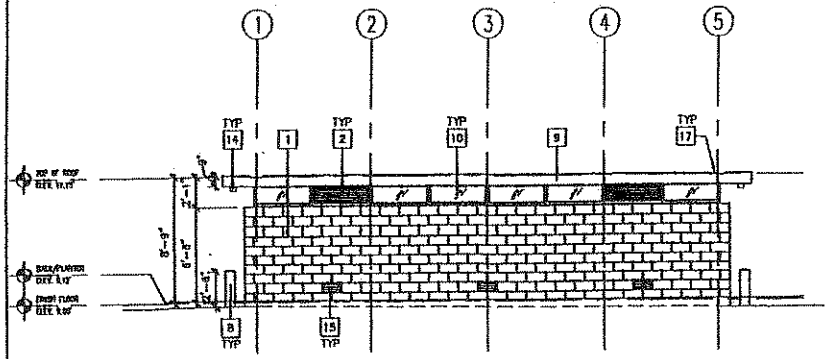
NORTH ELEVATION

LA JOLLA SHORES RESCUE VEHICLE FACILITY — SCALE: 1/4" = 1'-0" (1)



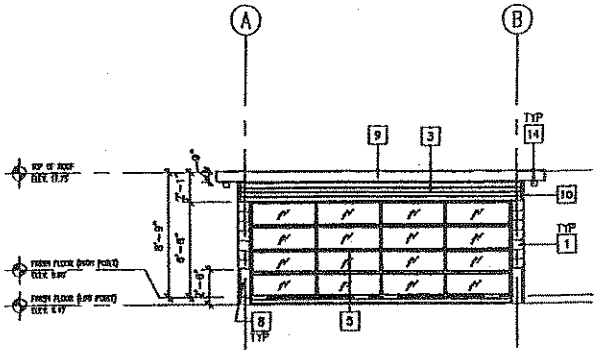
EAST ELEVATION

LA JOLLA SHORES RESCUE VEHICLE FACILITY — SCALE: 1/4" = 1'-0" (2)



SOUTH ELEVATION

LA JOLLA SHORES RESCUE VEHICLE FACILITY — SCALE: 1/4" = 1'-0" (3)



WEST ELEVATION

LA JOLLA SHORES RESCUE VEHICLE FACILITY — SCALE: 1/4" = 1'-0" (4)

STORAGE BUILDING KEYNOTES

GENERAL NOTES

1. ALL CONCRETE MASONRY WALLS TO BE RUNNING BOND, U.O.N.
2. ALL EXPOSED STEEL TO BE HOT-DIPPED GALVANIZED
3. ALL DIMENSIONS ARE TO CENTERLINE OF STRUCTURE, U.O.N.
4. HIGHEST POINT ON ROOF SHALL NOT EXCEED 8'-9" ABOVE FINISH GRADE

LEGEND

- 10" CONCRETE MASONRY UNIT WALL--SECTION
- 10" CONCRETE MASONRY UNIT WALL--ELEVATION
- C.I.P. CONCRETE--SECTION

KEYNOTES

#	MATERIAL	FINISH	COLOR
1	10" CMU WALL	NATURAL / ANTI-GRAFFITI	BUFF (LT. TAN)
2	ALUMINUM LOUVER	KYNAR	DK. GREY
3	ALUMINUM WALL PANEL SYSTEM	FACTORY	-
4	MEMBRANE ROOFING SYSTEM	FACTORY	-
5	OVERHEAD DOOR	FACTORY	LT. SILVER
6	C.I.P. CONCRETE SLAB	NATURAL / ANTI-GRAFFITI	NATURAL
7	C.I.P. CONCRETE FOOTING	N/A	N/A
8	8"ø CONC. FILLED STEEL BOLLARD	GALVANIZED / PAINT	XXXXXXXX
9	METAL FASCIA / SOFFIT SYSTEM	GALVANIZED / PAINT	DK. GREY
10	ALUMINUM STOREFRONT WINDOW	KYNAR	DK. GREY
11	ROOF FRAMING	GALVANIZED / PAINT	DK. GREY
12	ASPHALT PAVING TO REMAIN	EXISTING	EXISTING
13	C.I.P. CONCRETE CURB	TO MATCH EXISTING	TO MATCH EXISTING
14	EMERGENCY EXIT LIGHTS	FACTORY	FACTORY
15	"BLOCK VENT" LOUVER	ALUMINUM / KYNAR	DK. GREY
16	C.I.P. CONCRETE WALKWAY	NATURAL	NATURAL
17	FASCIA TURNDOWN FOR SCUPPER	N/A	N/A

DSD PERMIT RESUBMITTAL
OCTOBER 1, 2004

R N P

NOT FOR CONSTRUCTION

LA JOLLA SHORES LIFEGUARD STATION
LA JOLLA, CALIFORNIA

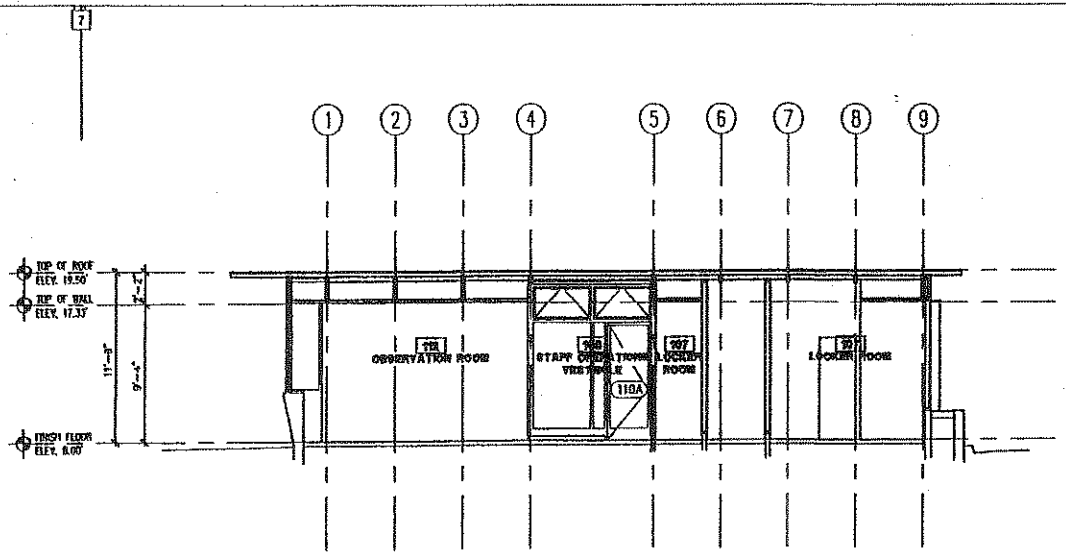
SHEET TITLE: EXTERIOR ELEVATIONS

SHEET NO: AS-2.0

CITY OF SAN DIEGO, CALIFORNIA

LICENSED ARCHITECT — STATE OF CALIFORNIA

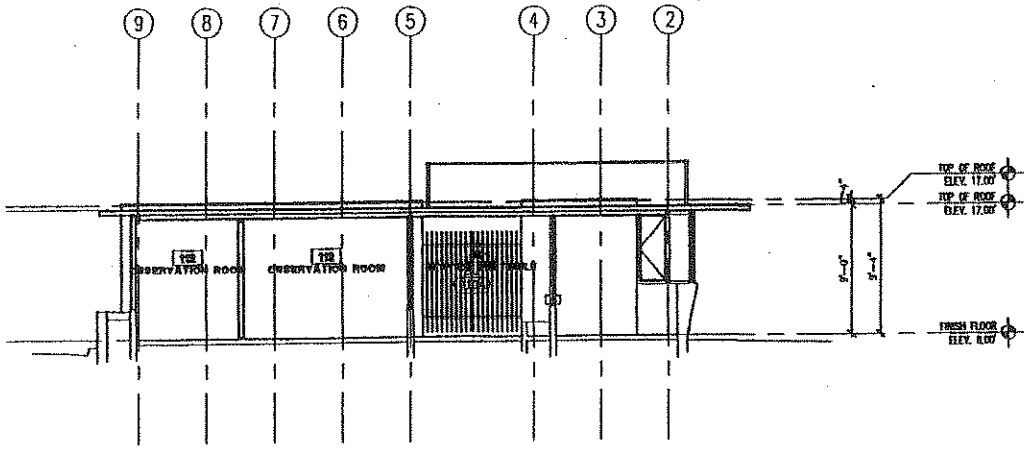
ATTACHMENT 4



LONGITUDINAL SECTION @ LIFEGUARD BUIDLING

LA JOLLA SHORES LIFEGUARD STATION

SCALE: 1/4" = 1'-0" (1)



LONGITUDINAL SECTION @ SERVICE BUILDING

LA JOLLA SHORES LIFEGUARD STATION

SCALE: 1/4" = 1'-0" (2)

DSD PERMIT RESUBMITTAL
OCTOBER 1, 2004

R N P

NOT FOR CONSTRUCTION

LA JOLLA SHORES LIFEGUARD STATION

LA JOLLA, CALIFORNIA

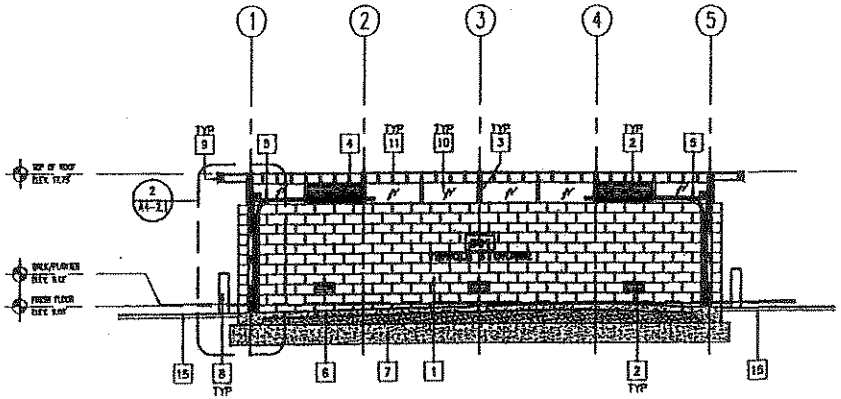
SHEET TITLE: **BUILDING SECTIONS**

SHEET NO: **A4-1.0**

CITY OF SAN DIEGO, CALIFORNIA

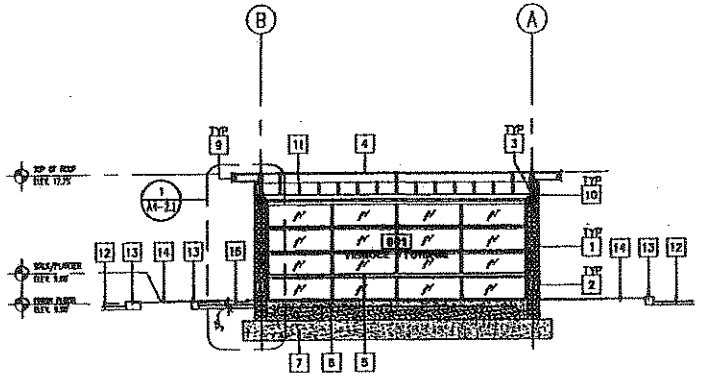
LICENSED ARCHITECT
STATE OF CALIFORNIA

ATTACHMENT 4



LONGITUDINAL SECTION

LA JOLLA SHORES RESCUE VEHICLE FACILITY — SCALE: 1/4" = 1'-0" — (1)



CROSS SECTION

LA JOLLA SHORES RESCUE VEHICLE FACILITY — SCALE: 1/4" = 1'-0" — (2)

STORAGE BUILDING KEYNOTES

GENERAL NOTES

1. ALL CONCRETE MASONRY WALLS TO BE RUNNING BOND, U.O.N.
2. ALL EXPOSED STEEL TO BE HOT-DIPPED GALVANIZED
3. ALL GRIDLINES ARE TO CENTERLINE OF STRUCTURE, U.O.N.
4. HIGHEST POINT ON ROOF SHALL NOT EXCEED 8'-8" ABOVE FINISH GRADE

LEGEND

- 10" CONCRETE MASONRY UNIT WALL-SECTION
- 10" CONCRETE MASONRY UNIT WALL-ELEVATION
- C.I.P. CONCRETE-SECTION

KEYNOTES

#	MATERIAL	FINISH	COLOR
1	10" CMU WALL	NATURAL / ANTI-GRAFFITI	BUFF (LT. TAN)
2	'BLOCK VENT' LOUVER	ALUMINUM / KYNAR	DK. GREY
3	STEEL COLUMN	GALVANIZED / PAINT	DK. GREY
4	MEMBRANE ROOFING SYSTEM	FACTORY	--
5	OVERHEAD DOOR	FACTORY	LT. SILVER
6	C.I.P. CONCRETE SLAB	NATURAL / ANTI-GRAFFITI	NATURAL
7	C.I.P. CONCRETE FOOTING	N/A	N/A
8	8"ø CONC. FILLED STEEL BOLLARD	GALVANIZED / PAINT	XXXXXXX
9	METAL FASCIA / SOFFIT SYSTEM	GALVANIZED / PAINT	DK. GREY
10	ALUMINUM STOREFRONT WINDOW	KYNAR	DK. GREY
11	ROOF FRAMING	GALVANIZED / PAINT	DK. GREY
12	ASPHALT PAVING TO REMAIN	EXISTING	EXISTING
13	C.I.P. CONCRETE CURB	TO MATCH EXISTING	TO MATCH EXISTING
14	PLANTER	N/A	N/A
15	ASPHALT PAVING	TO MATCH EXISTING	TO MATCH EXISTING
16	C.I.P. CONCRETE WALKWAY	NATURAL	NATURAL

DSD PERMIT RESUBMITTAL
OCTOBER 1, 2004

R N P

NOT FOR CONSTRUCTION

LA JOLLA SHORES LIFEGUARD STATION

LA JOLLA, CALIFORNIA

SHEET TITLE: BUILDING SECTIONS

SHEET NO: A4-2.0

CITY OF SAN DIEGO, CALIFORNIA

ATTACHMENT 4

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

SPACE ABOVE THIS LINE FOR RECORDER'S USE

JOB ORDER NUMBER: 335030

COASTAL DEVELOPMENT PERMIT (CDP) NO. 516403
SITE DEVELOPMENT PERMIT (SDP) NO. 516405
LA JOLLA SHORES LIFEGUARD STATION – PROJECT NO. 146179
AMENDMENT TO (Project No. 25502) CDP NO. 66151 AND SDP NO. 66153
PLANNING COMMISSION

This Coastal Development Permit No. 516403 and Site Development Permit No. No. 516405 an Amendment to CDP No. 66151 and SDP No. 66153 are granted by the Planning Commission of the City of San Diego to CITY OF SAN DIEGO ENGINEERING AND CAPITAL PROJECTS DEPARTMENT, Owner/Permittee, pursuant to San Diego Municipal Code [SDMC] sections 126.0702, 126.0502 and 126.0113(c). The 0.2-acre site is located in and adjacent to the parking lot of Kellogg Park (8200 block of Camino Del Oro) in the Public Park (PP) zone of the La Jolla Community Plan. The project site is legally described as La Jolla Shores Unit No. 2, Block 27, Lots 1 thru 8.

Subject to the terms and conditions set forth in this Permit, permission is granted to Owner/Permittee to demolish the existing La Jolla Shores Lifeguard Station, remove an existing steel storage container, construct a replacement 1,485 square-foot, lifeguard station with a second story observation tower and a new, detached 650 square-foot, single story, vehicle storage facility to house lifeguard rescue vehicles and other emergency equipment, described and identified by size, dimension, quantity, type, and location on the approved exhibits [Exhibit "A"] dated July 10, 2008, on file in the Development Services Department.

The project shall include:

a. Demolition of the existing La Jolla Shores Lifeguard Station, removal of an existing steel storage container, construction of a replacement 1,485 square-foot, lifeguard station with second story observation tower and new, detached 650 square-foot, single story, storage facility to house lifeguard rescue vehicles and other emergency equipment;

b. Landscaping (planting, irrigation and landscape related improvements); and

c. Accessory improvements determined by the Development Services Department to be consistent with the land use and development standards in effect for this site per the adopted community plan, California Environmental Quality Act Guidelines, public and private improvement requirements of the City Engineer, the underlying zone(s), conditions of this Permit, and any other applicable regulations of the SDMC in effect for this site.

STANDARD REQUIREMENTS:

1. This permit must be utilized within thirty-six (36) months after the date on which all rights of appeal have expired. Failure to utilize and maintain utilization of this permit as described in the SDMC will automatically void the permit unless an Extension of Time has been granted. Any such Extension of Time must meet all SDMC requirements and applicable guidelines in affect at the time the extension is considered by the appropriate decision maker.

2. No permit for the construction, occupancy or operation of any facility or improvement described herein shall be granted, nor shall any activity authorized by this Permit be conducted on the premises until:

a. The Permittee signs and returns the Permit to the Development Services Department; and

b. The Permit is recorded in the Office of the San Diego County Recorder

3. Unless this Permit has been revoked by the City of San Diego the property included by reference within this Permit shall be used only for the purposes and under the terms and conditions set forth in this Permit unless otherwise authorized by the City Manager.

4. This Permit is a covenant running with the subject property and shall be binding upon the Permittee and any successor or successors, and the interests of any successor shall be subject to each and every condition set out in this Permit and all referenced documents.

5. The utilization and continued use of this Permit shall be subject to the regulations of this and any other applicable governmental agency.

6. Issuance of this Permit by the City of San Diego does not authorize the Permittee for this permit to violate any Federal, State or City laws, ordinances, regulations or policies including, but not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.).

7. The Owner/Permittee shall secure all necessary building permits. The applicant is informed that to secure these permits, substantial modifications to the building and site improvements to comply with applicable building, fire, mechanical and plumbing codes and State law requiring access for disabled people may be required.

8. Before issuance of any building or grading permits, complete grading and working drawings shall be submitted to the City Manager for approval. Plans shall be in substantial conformity to Exhibit "A," on file in the Development Services Department. No changes, modifications or alterations shall be made unless appropriate application(s) or amendment(s) to this Permit have been granted.

9. All of the conditions contained in this Permit are the same as those set forth in Coastal Development Permit No. 66151/Site Development Permit No. 66153 approved by the Planning Commission on May 12, 2005. These conditions have been considered and have been determined to be necessary in order to make the findings required for this Permit. It is the intent of the City that the holder of this Permit be required to comply with each and every condition in order to be afforded the special rights which the holder of the Permit is entitled as a result of obtaining this Permit.

In the event that any condition of this Permit, on a legal challenge by the Owner/Permittee of this Permit, is found or held by a court of competent jurisdiction to be invalid, unenforceable, or unreasonable, this Permit shall be void. However, in such an event, the Owner/Permittee shall have the right, by paying applicable processing fees, to bring a request for a new permit without the "invalid" conditions(s) back to the discretionary body which approved the Permit for a determination by that body as to whether all of the findings necessary for the issuance of the proposed permit can still be made in the absence of the "invalid" condition(s). Such hearing shall be a hearing de novo and the discretionary body shall have the absolute right to approve, disapprove, or modify the proposed permit and the condition(s) contained therein.

10. This Coastal Development Permit shall become effective on the eleventh working day following receipt by the California Coastal Commission of the Notice of Final Action following all appeals.

LANDSCAPE REQUIREMENTS:

11. In the event that the Landscape Plan and the Site Plan conflict, the Landscape Plan shall prevail.

12. No change, modification or alteration shall be made to the project unless appropriate application or amendment of this Permit shall have been granted by the City.

13. Prior to issuance of any construction permits for structures (including shell), complete landscape and irrigation construction documents consistent with the Landscape Standards (including planting and irrigation plans, details and specifications) shall be submitted to the City Manager for approval. The construction documents shall be in substantial conformance with Exhibit 'A', Landscape Development Plan, on file in the Office of Development Services.

14. Prior to issuance of any Certificate of Occupancy, it shall be the responsibility of the Permittee or subsequent Owner to install all required landscape and obtain all required landscape

inspections. A No Fee Street Tree Permit, if applicable, shall be obtained for the installation, establishment and on-going maintenance of all street trees.

15. All required landscape shall be maintained in a disease, weed and litter free condition at all times. Severe pruning or "topping" of trees is not permitted unless specifically noted in this Permit. The trees shall be maintained in a safe manner to allow each tree to grow to its mature height and spread.

16. If any required landscape (including existing or new plantings, hardscape, landscape features, etc.) indicated on the approved construction document plans is damaged or removed during demolition or construction, it shall be repaired and/or replaced in kind and equivalent size per the approved documents to the satisfaction of the City Manager within 30 days of damage or Certificate of Occupancy.

17. The Permittee or subsequent Owner(s) shall be responsible for the installation and maintenance of all landscape improvements consistent with the Landscape Regulation and Landscape Standards. Invasive species are prohibited from being planted adjacent to any canyon, water course, wet land or native habitats within the city limits of San Diego. Invasive plants are those which rapidly self propagate by air born seeds or trailing as noted in section 1.3 of the Landscape Standards.

ENVIRONMENTAL/MITIGATION REQUIREMENTS:

18. Mitigation requirements are tied to the environmental document, specifically the Mitigation, Monitoring, and Reporting Program (MMRP). These MMRP conditions are incorporated into the permit by reference or authorization for the project.

19. The mitigation measures specified in the Mitigation Monitoring and Reporting Program, and outlined in Mitigated Negative Declaration, No. 146179, shall be noted on the construction plans and specifications under the heading ENVIRONMENTAL/MITIGATION REQUIREMENTS.

20. The Owner/Permittee shall comply with the Mitigation, Monitoring, and Reporting Program (MMRP) as specified in Mitigated Negative Declaration, No. 146179, satisfactory to the Development Services Department and the City Engineer. Prior to the issuance of the "Notice to Proceed" with construction, all conditions of the MMRP shall be adhered to, to the satisfaction of the City Engineer. All mitigation measures as specifically outlined in the MMRP shall be implemented for the following issue areas:

Historical Resources (Archaeology).

21. Prior to issuance of any construction permit, the Owner/Permittee shall pay the Long Term Monitoring Fee in accordance with the Development Services Fee Schedule to cover the City's costs associated with implementation of permit compliance monitoring.

PLANNING/DESIGN REQUIREMENTS:

22. There shall be compliance with the regulations of the underlying zone(s) unless a deviation or variance to a specific regulation(s) is approved or granted as a condition of approval of this Permit. Where there is a conflict between a condition (including exhibits) of this Permit and a regulation of the underlying zone, the regulation shall prevail unless the condition provides for a deviation or variance from the regulations. Where a condition (including exhibits) of this Permit establishes a provision which is more restrictive than the corresponding regulation of the underlying zone, then the condition shall prevail.

23. The height(s) of the building(s) or structure(s) shall not exceed those heights set forth in the conditions and the exhibits (including, but not limited to, elevations and cross sections) or the maximum permitted building height of the underlying zone, whichever is lower, unless a deviation or variance to the height limit has been granted as a specific condition of this Permit.

24. A topographical survey conforming to the provisions of the SDMC may be required if it is determined, during construction, that there may be a conflict between the building(s) under construction and a condition of this Permit or a regulation of the underlying zone. The cost of any such survey shall be borne by the Permittee.

25. Any future requested amendment to this Permit shall be reviewed for compliance with the regulations of the underlying zone(s) which are in effect on the date of the submittal of the requested amendment.

26. All private outdoor lighting shall be shaded and adjusted to fall on the same premises where such lights are located and in accordance with the applicable regulations in the SDMC.

27. The use of textured or enhanced paving shall meet applicable City standards as to location, noise and friction values.

28. The subject property and associated common areas on site shall be maintained in a neat and orderly fashion at all times.

WATER REQUIREMENTS:

29. Please consider that, water capacity charges will be due at the time of building the new Lifeguard Tower. Charges, as well as service and meter size, are determined by the Water Meter Data Card which is completed during the building plan review process. If a new water service is required, then the applicant would be required to remove (kill) any unused existing service.

30. Prior to the issuance of any certificate of occupancy the water service(s) to the site, including domestic, irrigation, and fire, will require a plumbing permit for the above ground back flow prevention devices (BFPDs).

31. The Owner/Permittee agrees to design and construct all proposed public water facilities in accordance with established criteria in the most current edition of the City of San Diego Water Facilities Design Guidelines and City regulations, standards and practices pertaining thereto.

TRANSPORTATION REQUIREMENTS:

32. No fewer than 378 parking spaces (374 public parking spaces plus 4 lifeguard staff parking spaces) shall be maintained on the property at all times in the approximate locations shown on the approved Exhibit "A," on the file in the Development Services Department. Parking spaces shall comply at all times with the SDMC and shall not be converted for any other use unless otherwise authorized by the City Manager.

33. No vehicle washing is permitted in the Kellogg Park parking lot.

INFORMATION ONLY:

- Any party on whom fees, dedications, reservations, or other exactions have been imposed as conditions of approval of this development permit, may protest the imposition within ninety days of the approval of this development permit by filing a written protest with the City Clerk pursuant to California Government Code §66020.

- This development may be subject to impact fees at the time of construction permit issuance.

APPROVED by the Planning Commission of the City of San Diego on July 10, 2008 and Resolution No. and Resolution No. .

Coastal Development Permit No. 516403
Site Development Permit No. 516405
Date of Approval: July 10, 2008

AUTHENTICATED BY THE DEVELOPMENT SERVICES DEPARTMENT

_____
Vena Lewis
Development Project Manager

NOTE: Notary acknowledgment must be attached per Civil Code section 1180 et seq.

The undersigned Owner/Permittee, by execution hereof, agrees to each and every condition of this Permit and promises to perform each and every obligation of Owner/Permittee hereunder.

City of San Diego
Engineering and Capital Projects Department
Owner/Permittee

By _____
Jihad Sleiman, Project Manager
City of San Diego, Engineering & Capital Projects Department

NOTE: Notary acknowledgments must be attached per Civil Code section 1180 et seq.

PLANNING COMMISSION
RESOLUTION NO.
COASTAL DEVELOPMENT PERMIT (CDP) NO. 516403
SITE DEVELOPMENT PERMIT (SDP) NO. 516405
LA JOLLA SHORES LIFEGUARD STATION - PROJECT NO. 146179
AMENDMENT TO (Project No. 25502) CDP NO. 66151 AND SDP NO. 66153

WHEREAS, CITY OF SAN DIEGO ENGINEERING AND CAPITAL PROJECTS DEPARTMENT, Owner/Permittee, filed an application with the City of San Diego for an Amendment to the CDP No. 66151 and SDP No. 66153 to demolish the existing La Jolla Shores Lifeguard Station, remove an existing steel storage container, construct a replacement 1,485 square-foot, lifeguard station with a second story observation tower and a new, detached 650 square-foot, single story, vehicle storage facility to house lifeguard rescue vehicles and other emergency equipment (as described in and by reference to the approved Exhibits "A" and corresponding conditions of approval for the associated Permit No.'s 516403 and 516405), on portions of a 0.2-acre site;

WHEREAS, the project site is located in and adjacent to the parking lot of Kellogg Park (8200 block of Camino Del Oro) in the Public Park (PP) zone of the La Jolla Community Plan;

WHEREAS, the project site is legally described as La Jolla Shores Unit No. 2, Block 27, Lots 1 thru 8;

WHEREAS, on May 7, 2008, the Hearing Officer of the City of San Diego approved Coastal Development Permit No. 516403 and Site Development Permit No. 516405; and on May 21, 2008, the decision by the Hearing Officer was appealed to the Planning Commission;

WHEREAS, on July 10, 2008, the Planning Commission of the City of San Diego considered Coastal Development Permit No. 516403 and Site Development Permit No. 516405 pursuant to the Land Development Code of the City of San Diego;

BE IT RESOLVED by the Planning Commission of the City of San Diego as follows:

That the Planning Commission denies the appeal and adopts the following written Findings, dated July 10, 2008.

FINDINGS:

Coastal Development Permit - Section 126.0708

1. **The proposed coastal development will not encroach upon any existing physical access way that is legally used by the public or any proposed public accessway identified in a Local Coastal Program land use plan; and the proposed coastal development will enhance and protect public views to and along the ocean and other scenic coastal areas as specified in the Local Coastal Program land use plan.**

   The La Jolla Shores Beach and Kellogg Park comprise 15.42 acres of land between Calle Opima and Vallecitos Avenue. The area is a major recreation resource and is utilized intensively by

visitors from throughout the region. There are unrestricted vertical and lateral accesses near the proposed location. The La Jolla Community Plan and Local Coastal Program identifies four view corridors (page 145 – Figure C shows unobstructed framed view down a public Right-of-Way). The proposed lifeguard tower would be relocated to an area that would not impact these existing view corridors.

The proposed La Jolla Shores lifeguard station and its ancillary rescue vehicles storage facility are both sited in locations that allow continuous access to the La Jolla Shores Beach, Boardwalk and Kellogg Park. Key public accessways to the beach and park would be provided during and after construction of the project.

The proposed development enhances and protects public views along the ocean and other scenic areas by providing the following:

A key component of the lifeguard station design is to remove the existing structure (an existing 50-foot long wall along the boardwalk) and construct a new station in front of the adjacent parking lot. This design strategy re-claims panoramic views to the ocean from a significant portion of Kellogg Park and locates new structures in an area that already has view obstructions, including cars, trucks, and signage.

The new observation tower structure is an angled, cantilevered steel arm with an exterior staircase and 80 square-foot observation room. The structure is specifically designed to maximize views to the ocean from the surrounding community.

The overall facility's mass is broken into three separate components to minimize the overall size of the facility and its "felt" impact on the site (Recommended per the California Coastal Act, Chapter 3, Article 2, Section 30212.5). The three components are the lifeguard staff structure, (includes observation booth) a first aid treatment area for the public, and a much needed storage structure that will replace an aging steel storage container. Breaking up the structure mass allows views between buildings, reduces the overall perceived facility size, and locates the specific component near its intended use. Rescue vehicles would be stored near the beach access break in the seawall and public elements would be next to the park and boardwalk. All three elements have low, flat roof profiles to reduce view impacts.

Therefore, the proposed coastal development will not encroach upon any existing physical access way that is legally used by the public or any proposed public accessway identified in a Local Coastal Program land use plan; and the proposed coastal development will enhance and protect public views to and along the ocean and other scenic coastal areas as specified in the Local Coastal Program land use plan.

2. **The proposed coastal development will not adversely affect environmentally sensitive lands.**

The existing La Jolla Shores lifeguard station at Kellogg Park was constructed in 1983 and is located on the western side of the existing boardwalk directly in front of the park green space. The proposed lifeguard station and rescue storage facility would be located on the existing adjacent parking lot and planter area within a recognized disturbed site. There are no steep

hillsides or sensitive coastal bluffs nearby and the proposed relocation would locate the facility farther away from the Coastal Beach resource. The project would be located on a previously disturbed site, there would be no disturbance to environmentally sensitive lands and existing conditions would be improved.

However, the project is located in a high sensitivity area for archaeological resources, and within close proximity to a recorded significant archaeological site (Spindrift site). A survey done for the proposed project included an on-foot reconnaissance of the property with staff and a Native American monitor, and archaeological review of previous studies in the area. Results of the on-foot reconnaissance revealed no archaeological materials on any of the exposed ground surfaces on the subject property. Although the survey resulted in the lack of any archaeological materials on the site, archaeological monitoring would be required during project grading and construction activities due to close proximity to the Spindrift site. Mitigation measures have been outlined in Section V of the Mitigated Negative Declaration No. 146179. These mitigation measures would mitigate potentially significant archaeological impacts to below a level of significance. Therefore, proposed development would not adversely affect environmentally sensitive lands.

3. **The proposed coastal development is in conformity with the certified Local Coastal Program land use plan and complies with all regulations of the certified Implementation Program.**

   La Jolla Community Plan goals include supporting local recreational beach and park amenities, enhancing community views to the ocean and provide modernized public facilities that support recreational, safety and health related needs of the residents and visitors. The project would provide a modern facility to accommodate the need for increased lifesaving staff and the ever increasing number of beachgoers attending this area. The proposal would provide a public first aid facility for users of the La Jolla Shores and Kellogg Park. Removing the storage container and relocating the observation tower building away from the park enhance community views to the ocean. Therefore, the proposed coastal development is in conformity 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 lifeguard station and storage facility have no direct impact on resources within the coastal zone, and do not interfere with the public's right of access to the sea, the use of dry sand and rock coastal beaches to the first line of terrestrial vegetation. The lifeguard station and storage facility encourage increased recreational use of coastal waters and enhance public safety. A re-striping of the existing parking lot would result in a no net loss of parking spaces. As such, the proposed project is in conformity with the public access and public recreation policies of Chapter 3 of the California Coastal Act.

Site Development Permit - Section 126.0504

A. Findings for all Site Development Permits

1. **The proposed development will not adversely affect the applicable land use plan.**

   The project is located in an area identified as "Parks/Open Space" in the La Jolla Community Plan and Local Coastal Program (LJCP/LCP). One of the goals of the Community Facilities, Parks, and Services Element of the LJCP (page 113) is to, "Ensure that all new and existing public facilities...are designed and developed in a manner that will not contribute any adverse impacts to the environmentally sensitive areas of La Jolla." The proposed lifeguard facilities have been designed to minimize impacts to public views and beach access. The plan calls for existing physical and visual access to the shoreline to be maintained. The project would remove the station from the "front" or west side of Kellogg Park, thus removing a 50-foot wide obstruction for park users. A steel storage container presently located in the Calle Frescota View Corridor would also be removed. Therefore, the proposed development to improve public facilities would be consistent with the applicable land use plan.

2. **The proposed development will not be detrimental to the public health, safety, and welfare.**

   As its primary objective, a new, state-of-the-art lifeguard station fully supports and promotes the safety, health and welfare of the public. The project is an enhancement to the public welfare in that it would remove the station from the "front" or west side of Kellogg Park, thus removing a 50-foot wide obstruction for park users. In addition, locating the rescue vehicle storage facility nearer to the opening in the seawall will improve lifeguard operations and, thus, improve public safety. Removing the storage container will improve the visual quality of the area and, therefore, also improve the welfare of La Jolla Shores. The Mitigated Negative Declaration prepared for this project also evaluated the visual quality issue and concluded that the project would not have a significant impact to public views, and that no mitigation would be required. The Mitigated Negative Declaration also examined potential geologic hazards associated with the project and concluded that proper engineering design of all new structures would ensure that the potential for geologic impacts from regional hazards would not be significant, and that no mitigation would be required. Compliance with the Water Quality Standards is assured through conditions of the Municipal Storm Water National Pollutant Discharge Elimination System (NPDES) permit. As the proposal has addressed health, safety and welfare issues including visual, geologic and water quality aspects of the project and concluded there are no significant impacts, the proposed development will enhance public health, safety and welfare.

3. **The proposed development will comply with the applicable regulations of the Land Development Code.**

   The project complies with the applicable regulations, including building heights, landscaping and parking requirements. The project has addressed all required water quality issues through the project review, describing the type of all pollutants which would be generated during post-

construction and the pollutants to be captured and treated by the proposed Best Management Practices. Compliance with the Water Quality Standards is assured through conditions of the Municipal Storm Water National Pollutant Discharge Elimination System (NPDES) permit. Therefore, the proposed lifeguard station would comply with the applicable regulations of the Land Development Code.

B. Supplemental Findings--Environmentally Sensitive Lands

1. **The site is physically suitable for the design and siting of the proposed development and the development will result in minimum disturbance to environmentally sensitive lands.**

The existing La Jolla Shores lifeguard station at Kellogg Park was constructed in 1983 and is located on the western side of the existing boardwalk directly in front of the park green space. The proposed lifeguard station and rescue storage facility would be located on the existing adjacent parking lot and planter area within a recognized disturbed site. There are no steep hillsides or sensitive coastal bluffs nearby and the proposed relocation would locate the facility farther away from the Coastal Beach resource. The project would be located on a previously disturbed site.

However, the project is located in a high sensitivity area for archaeological resources, and within close proximity to a recorded significant archaeological site (Spindrift site). A survey done for the proposed project included an on-foot reconnaissance of the property with staff and a Native American monitor, and archaeological review of previous studies in the area. Results of the on-foot reconnaissance revealed no archaeological materials on any of the exposed ground surfaces on the subject property. Although the survey resulted in the lack of any archaeological materials on the site, archaeological monitoring would be required during project grading and construction activities due to close proximity to the Spindrift site. Mitigation measures have been outlined in Section V of the Mitigated Negative Declaration No. 146179. Therefore, the project is physically suitable for the design and siting of the proposed development and the development will result in minimum disturbance to environmentally sensitive lands.

2. **The proposed development will minimize the alteration of natural land forms and will not result in undue risk from geologic and erosional forces, flood hazards, or fire hazards.**

There are no prominent natural landforms near or on the proposed site. The project would minimally alter existing topography and drainage patterns since the existing site is relatively flat. Therefore, erosional forces and flood hazards would not be increased. Based on the nature of the proposed construction, no increase in fire hazard is anticipated. The project would implement permanent construction Best Management Practices as required by the City of San Diego. Because of the project's relatively small size and distance from the beach, additional erosion of the beach or impacts to the local shoreline sand supply is not anticipated. Geologic review determined that the project has adequately addressed geologic conditions potentially affecting the project. Through project review, staff has determined there would be no erosional forces, flood hazards or fire hazards. Therefore, the proposed development would minimally alter the site would not result in undue risk from geologic and erosional forces, flood hazards, or fire hazards.

3. **The proposed development will be sited and designed to prevent adverse impacts on any adjacent environmentally sensitive lands.**

   The proposed relocation of the lifeguard station from the west side of the boardwalk to the east side, moving the building farther away from the sensitive coastal beach resource reduces any

   potential impacts to that beach resource. Eliminating the steel storage container from the site enhances public views from Calle Frescota and from Kellogg Park. The proposed structures would be constructed on existing parking lot and would utilize the existing seawall break as a focal point for the rescue vehicle storage facility. In addition, compliance with the Water Quality Standards is assured through conditions of the Municipal Storm Water National Pollutant Discharge Elimination System (NPDES) permit. Therefore, the proposed development would be sited and designed to prevent adverse impacts on any adjacent environmentally sensitive lands.

4. **The proposed development will be consistent with the City of San Diego's Multiple Species Conservation Program (MSCP) Subarea Plan.**

   The project is not located in or near the Multiple Species Conservation Program (MSCP) Subarea. Therefore, the proposed development will be consistent with the City of San Diego's Multiple Species Conservation Program (MSCP) Subarea Plan.

5. **The proposed development will not contribute to the erosion of public beaches or adversely impact local shoreline sand supply.**

   The project is a 2,135 square-foot facility that would direct run-off to an existing storm drain located within the existing parking lot. Because of the project's relatively small size and distance from the beach, additional erosion of the beach or impacts to the local shoreline sand supply is not anticipated. Compliance with the Water Quality Standards is assured through conditions of the Municipal Storm Water National Pollutant Discharge Elimination System (NPDES) permit. As such, the development must implement storm water pollution best management practices to reduce pollutants discharged from the project site, to the maximum extent practicable. Therefore, the proposed development will not contribute to the erosion of public beaches or adversely impact local shoreline sand supply.

6. **The nature and extent of mitigation required as a condition of the permit is reasonably related to, and calculated to alleviate, negative impacts created by the proposed development.**

   The project is located in a high sensitivity area for archaeological resources, and within close proximity to a recorded significant archaeological site (Spindrift site). It was determined that construction of the proposed development could result in significant but mitigable impact in the area of Historical Resources (Archaeology). However, archaeological monitoring would be required during project grading and construction activities due to close proximity to the Spindrift site. The Owner/Permittee will be required to implement the construction-related mitigation measures. Mitigation measures have been outlined in Section V of the Mitigated Negative Declaration No. 146179. These mitigation measures would mitigate potentially significant

archaeological impacts to below a level of significance. Therefore, the nature and extent of mitigation required as a condition of the permit is reasonably related to, and calculated to alleviate, negative impacts created by the proposed development.

F. Supplemental Finding--Important Archaeological Sites and Traditional Cultural Properties

1. **The site is physically suitable for the design and siting of the proposed development, the development will result in minimum disturbance to historical resources, and measures to fully mitigate for any disturbance have been provided by the applicant.**

   The existing La Jolla Shores lifeguard station at Kellogg Park was constructed in 1983 and is located on the western side of the existing boardwalk directly in front of the park green space. The proposed lifeguard station and rescue storage facility would be located on the existing adjacent parking lot and planter area within a recognized disturbed site. There are no steep hillsides or sensitive coastal bluffs nearby and the proposed relocation would locate the facility farther away from the Coastal Beach resource. The project would be located on a previously disturbed site.

   However, the project is located in a high sensitivity area for archaeological resources, and within close proximity to a recorded significant archaeological site (Spindrift site). A survey done for the proposed project included an on-foot reconnaissance of the property with staff and a Native American monitor, and archaeological review of previous studies in the area. Results of the on-foot reconnaissance revealed no archaeological materials on any of the exposed ground surfaces on the subject property. Although the survey resulted in the lack of any archaeological materials on the site, archaeological monitoring would be required during project grading and construction activities due to close proximity to the Spindrift site. Mitigation measures have been outlined in Section V of the Mitigated Negative Declaration No. 146179. Therefore, the project is physically suitable for the design and siting of the proposed development and the development will result in minimum disturbance to historical resources

2. **All feasible measures to protect and preserve the special character or the special historical, architectural, archaeological, or cultural value of the resource has been provided by the applicant.**

   It was determined that construction could result in significant but mitigable impact in the area of Historical Resources (Archaeology). The project is located in a high sensitivity area for archaeological resources, and within close proximity to a recorded significant archaeological site (Spindrift site). A survey done for the proposed project included an on-foot reconnaissance of the property with staff and a Native American monitor, and archaeological review of previous studies in the area. Results of the on-foot reconnaissance revealed no archaeological materials on any of the exposed ground surfaces on the subject property. Although the survey resulted in the lack of any archaeological materials on the site, archaeological monitoring would be required as a feasible measure to protect and preserve any potential impacts to archaeological resources during project grading and construction activities. Mitigation measures have been outlined in Section V

of the Mitigated Negative Declaration No. 146179 and would be implemented which would reduce, to a level of insignificance, any potential impacts identified in the environmental review process.

BE IT FURTHER RESOLVED that, based on the findings hereinbefore adopted by the Planning Commission, Coastal Development Permit No. 516403 and Site Development Permit No. 516405 are hereby GRANTED by the Planning Commission to the referenced Owner/Permittee, in the form, exhibits, terms and conditions as set forth in Permit No. No.'s 516403 and 516405, a copy of which is attached hereto and made a part hereof.

_____

Vena Lewis
Development Project Manager
Development Services

Adopted on: July 10, 2008

Job Order No. 335030

cc: Legislative Recorder, Planning Department

ATTACHMENT 7

THE CITY OF SAN DIEGO

REPORT TO THE HEARING OFFICER

HEARING DATE: February 9, 2005 REPORT NO. HO-05-023

ATTENTION: Hearing Officer

SUBJECT: LA JOLLA SHORES LIFEGUARD STATION
PTS PROJECT NUMBER 25502

LOCATION: 8200 Camino Del Oro, La Jolla, CA

APPLICANT: Jihad Slieman, Engineering and Capital Projects
City of San Diego

SUMMARY

Requested Action - Should the Hearing Officer approve Coastal Development Permit No. 66151 and Site Development Permit No. 66153 to demolish an existing La Jolla Shores Lifeguard Station, remove the existing steel storage container, construct a replacement 1,485 square-foot, lifeguard station with a second story observation tower and a new, detached 650 square-foot, single story, vehicle storage facility on a 0.2-acre site, in the existing parking lot of Kellogg Park at La Jolla Shores?

Staff Recommendation -

1. CERTIFY NEGATIVE DECLARATION No. 25502 and

2. APPROVE Coastal Development Permit No. 66151 and Site Development Permit No. 66153.

Community Planning Group Recommendation – On May 6, 2004 the La Jolla Community Planning Association voted 8-5-0 with the recommendation that the existing narrower parking spaces be located on the opposite side of the parking lot. On May 24, 2004, the La Jolla Shores Advisory Board voted 3-1 in favor of the project.

Environmental Review – A Negative Declaration No. 25502 has been prepared for the project in accordance with State of California Environmental Quality Act (CEQA) Guidelines.

BACKGROUND

The existing La Jolla Shores lifeguard station at Kellogg Park was constructed in 1983. The lifeguard station is located directly in front of Kellogg Park on the west side of the boardwalk which runs parallel to the shoreline near Calle Frescota in the La Jolla Shores community (Attachment 3). The project is located in Public Park zone and is designated for Parks/Open Space.

Project Description

The Engineering and Capital Projects Department proposes to relocate the 50-foot wide facility from the west side of the boardwalk to the east side, move it away from the park green space and onto the southwest corner of the existing parking lot. The project requires a Coastal Development Permit as the proposal is located in the Coastal Overlay Zone. San Diego Municipal Code Section 103.0302.3(d) requires that all development in the La Jolla Shores Planned District Ordinance area also obtain a Process 3, Site Development Permit.

The new station, as proposed, would include two separate buildings connected by a breezeway, with a 30-foot high observation tower cantilevered out over the boardwalk and sand (Attachment 5). The station would provide locker room space for the lifeguards, a first aid room for the public, an observation room, community room and a unisex public restroom. A third building is proposed in the existing parking lot to store lifeguard vehicles. In addition, an eight-foot wide, by nine-foot high, by 40-foot long steel container that currently stores lifesaving equipment adjacent to Kellogg Park along Calle Frescota would be removed as part of the proposal.

DISCUSSION

Through the project and environmental review, several issues have been addressed. The issues include the proposed placement of the rescue vehicle storage facility in the parking lot, protecting views, the number of parking spaces to be provided, rescue vehicle movement warning and breezeway gating between the two station buildings.

Vehicle Storage Facility

At present, the lifeguard station provides no facility to house lifeguard vehicles. They must be stored offsite at other lifeguard stations. Early project designs proposed the rescue vehicle storage facility adjacent to the proposed lifeguard station buildings. The proposal to locate the facility near the center of the parking lot resulted from numerous community input meetings. Many indicated locating the facility away from the lifeguard station would break up the bulk and scale of the buildings. The parking lot location would also align the vehicle storage facility near the existing seawall opening, allowing for more direct rescue vehicle access to the beach. Other benefits of the parking lot location are avoiding the Calle Frescota View Corridor (Attachment 6)

and moving the building away from the Kellogg Park green space. This location was approved by both the La Jolla Shores Association and the Permit Review Committee.

Protecting Views

The City of San Diego does not protect private views. A public view corridor is the width of the public right-of-way from which the views are taken. The four view corridors identified in the La Jolla Community Plan and Local Coastal Program Land Use Plan are Camino Del Oro, Calle Frescota, Vallecitos and Avenida De La Playa. The nearest public view to be protected is from Calle Frescota, and neither the proposed new station nor vehicle storage facility would block that public view. Currently, the only major obstacle in that public view corridor is the existing storage container, which would be removed by the project. Vallecitos and Avenida De La Playa are well south of the project and the Camino Del Oro view corridor is on the northern edge of the parking lot. No part of the proposed project would block any of the identified view corridors.

Parking Spaces

The existing parking lot currently provides 378 spaces. The proposed project design would maintain 374 parking public spaces and the four lifeguard spaces. The project would re-stripe the westerly most spaces of the lot to accommodate spaces displaced by the project. Currently, there are 365 spaces and 9 accessible parking spaces (374). The project proposes 366 parking spaces and eight accessible spaces. While the accessible stalls are being reduced by one in number, they would now include two van-accessible spaces. With the proposed re-striping, there would be no net loss in parking spaces provided. In a preliminary design, staff had suggested narrower parking spaces in the westerly most row. Although that proposal was dropped from the design, the La Jolla Community Planning Association recommended that these spaces be located on the opposite site of the lot. No narrower spaces are now proposed.

Four lifeguard spaces would be located immediately around the proposed vehicle storage facility. This would not only provide for lifeguard vehicle storage outside of and in close proximity to the storage facility, but would also create a buffer between beachgoers backing out of the nearby parking stalls and rescue vehicles entering or exiting the facility.

Rescue Vehicles Movement Warning

Through review of the proposal, it was determined that there should be some type of device installed to warn those in the parking lot that rescue vehicles are about to enter or exit the storage facility, cross the travel lane and head to the seawall break or return to the facility. In response, the project proposes to include a flashing beacon that would activate when the facility door opens to warn pedestrians and drivers that a rescue vehicle is exiting or entering the facility. The exact location of the beacon would be determined in consultation with the Transportation Review staff.

Breezeway Gates

The proposed design of the lifeguard station includes an eight-foot wide breezeway between the two buildings (Attachment 5). This design element is in response to community input to reduce the bulk and scale of the lifeguard station structure, and to eliminate any large solid wall along the boardwalk. However, the breezeway would be gated on both ends to protect some lifesaving equipment to be stored in the breezeway (namely surfboards). While the breezeway includes gates, they would be open during normal business hours and only closed when the station shuts down for the evening. This would allow passersby to see through the buildings and the building wall would be broken up. Neither the building nor the breezeway would be aligned with any identified public view corridor and the station is proposed for the east side of the boardwalk, allowing pedestrians open views of the ocean as they use the boardwalk. The only passersby that would be in position to peek through the breezeway to view the ocean would be those walking in the parking lot.

Conclusion

Throughout an extensive project outreach effort, the applicant has responded to input from numerous groups in the community. The bulk and scale of the proposal has been reduced from early proposals and the vehicle storage building has been moved away from the observation buildings and Kellogg Park, as requested. This design is also consistent with the La Jolla Community Plan (Plan) in that it calls for minimizing impacts to public views and from environmentally sensitive areas of La Jolla.

Removing the existing storage container also shows consistency with the Plan which calls for maintaining physical and visual access to the beach. Rather than one long wall along the east elevation, the station is proposed as two buildings with a breezeway, reducing bulk and affording passersby peak-through views of the ocean. The proposed observation tower would have a narrower east elevation than the existing tower and would be removed from the pedestrian boardwalk.

Maintaining the current number of parking spaces in the existing parking lot, while adding the rescue vehicle storage facility, would be accomplished with some parking space re-striping. This is very important given parking is a premium for beachgoers at this popular location. Lifeguards would maintain four designated spaces immediately adjacent to the storage facility and would not reduce the number of public parking spaces currently available. Any new parking spaces or drive aisles would meet current standards.

In addition, no buildings are proposed within any identified public view corridors and staff has determined that the project would meet building height, landscaping and water quality requirements. Therefore, the project would comply with the applicable regulations of the Land Development Code.

Given the project in consistent with the La Jolla Community Plan and meets the requirements of the Land Development Code, staff is recommending project approval.

ALTERNATIVE

1. Approve Coastal Development Permit No. 66151 and Site Development Permit No. 66153, with modifications.

2. Deny Coastal Development Permit No. 66151 and Site Development Permit No. 66153, if the findings required to approve the project cannot be affirmed.

Respectfully submitted,

Morris E. Dye, Development Project Manager

Attachments:

1. Aerial Photo Survey
2. Community Plan Land Use Map
3. Project Location Map
4. Project Data Sheet
5. Project Plans, including Elevations and Site Plans
6. Identified Public Vantage Points
7. Draft Permit with Conditions
8. Draft Resolution with Findings
9. Ownership Disclosure Statement
10. Project Chronology

Rev 6-15-04 dcj

ATTACHMENT 8

THE CITY OF SAN DIEGO

REPORT TO THE PLANNING COMMISSION

DATE ISSUED: May 5, 2005 Report No. PC-05-173

ATTENTION: Planning Commission, Agenda of May 12, 2005

SUBJECT: LA JOLLA LIFEGUARD STATION APPEAL, PTS No. 25502, Process 3

REFERENCE: Hearing Officer Report No. HO-05-023

OWNER/ City of San Diego

APPLICANT: Jihad Sleiman, Engineering and Capital Projects

SUMMARY

Issue: Should the Planning Commission deny the appeal and affirm the Hearing Officer's decision to approve Coastal Development Permit No. 66151 and Site Development Permit No. 66153 to construct a replacement 1,485 square-foot, two-story lifeguard station and new detached 650 square-foot, single story, vehicle storage facility on a 0.2-acre site, in and adjacent to the existing parking lot of La Jolla Shores Kellogg Park.

Staff Recommendation:

1. **Certify** Negative Declaration (ND) No. 25502; and

2. **Approve** Coastal Development Permit No. 66151 and Site Development Permit No. 66153.

Community Planning Group Recommendation: On May 6, 2004 the La Jolla Community Planning Association voted 8-5-0 in favor of the project with the recommendation that the existing narrower parking spaces be located on the opposite side of the parking lot and that a blinking light be activated as the vehicle storage facility is in use.

DIVERSITY

Other Recommendations: On May 24, 2004, the La Jolla Shores Advisory Board voted 3-1-0 in favor of the project with no conditions.

Environmental Review: Negative Declaration No. 25502 has been prepared for the project in accordance with the State of California Environmental Quality Act (CEQA) Guidelines.

Fiscal Impact Statement: All costs associated with this project have been covered by the applicant.

Code Enforcement Impact: None with this action.

Housing Impact Statement: None with this action.

BACKGROUND

The project before the Planning Commission is an appeal of the Hearing Officer's decision of February 9, 2005 to approve a Coastal Development Permit/Site Development Permit to construct a replacement 1,485 square-foot, two-story lifeguard station and new detached 650 square-foot, single story, vehicle storage facility on a 0.2-acre site, in, and adjacent to, the existing parking lot of the La Jolla Shores Kellogg Park, in La Jolla Shores. The existing La Jolla Shores lifeguard station at Kellogg Park was constructed in 1983. The project is located in the Public Park zone and is designated for Parks/Open Space (Attachment 2). It is located directly in front of Kellogg Park on the west side of the boardwalk which runs parallel to the shoreline near Calle Frescota in La Jolla Shores (Attachment 3). This is a City of San Diego Capital Improvement Project initiated by the Engineering and Capital Projects Department.

The Hearing Officer's decision to approve the project was appealed by Karen Boger and Carol duPont. Materials submitted by the appellant to the Hearing Officer and a copy of the appeal are attached as Attachments 9 and 10 respectively.

DISCUSSION

Project Description:

The Engineering and Capital Projects Department proposes to demolish an existing 50-foot wide lifeguard facility located on the west side of the boardwalk and construct a new station on the east side of the boardwalk on the southwest corner of the existing parking lot. This would remove the station from the front of the green space at Kellogg Park (Attachment 1). The project requires a Coastal Development Permit as the proposal is located in the Coastal Overlay Zone. San Diego Municipal Code Section 103.0302.3(d) requires that all development in the La Jolla

Shores Planned District Ordinance area also obtain a Process 3, Site Development Permit. The new station would include two separate buildings connected by a breezeway, with a 30-foot high observation tower cantilevered out over the boardwalk and sand (Attachment 5). A third building is also proposed in the existing parking lot to store lifeguard vehicles and other equipment. In addition, a large steel container that currently stores lifesaving equipment adjacent to Kellogg Park along Calle Frescota would be removed as part of the proposal. The station would provide locker room space for the lifeguards, a first aid room for the public, an observation room, community room and a unisex public restroom.

Vehicle Storage Facility

At present, the lifeguard station provides no facility to house lifeguard vehicles and lifesaving equipment is stored in an unsightly storage container. Vehicles must be stored offsite at other lifeguard stations. Early project designs proposed a rescue vehicle storage facility be located together with the proposed lifeguard station buildings. The proposal to locate the facility near the center of the parking lot resulted from numerous community input meetings that communicated the desire to break up the bulk and scale of the buildings. The parking lot location would also align the vehicle storage facility near an existing seawall opening, allowing for more direct rescue access to the beach. Other benefits of the parking lot location are avoiding the Calle Frescota View Corridor (Attachment 6) and moving the building away from the Kellogg Park green space. Locating the storage facility in the middle of the existing parking lot was approved by the La Jolla Shores Association on April 9, 2003 and by the Permit Review Committee on March 23, 2004.

Parking Spaces

The existing parking lot currently provides 378 spaces (374 public and four lifeguard spaces). The proposed project design would maintain 378 parking spaces. The project would re-stripe the westerly most spaces of the lot to accommodate spaces that would be displaced by the proposed buildings. Nine of the existing spaces are accessible. The project would reduce the number of accessible spaces to eight and increase the other spaces to 366. While the accessible stalls are being reduced by one in number, they would now include two van-accessible spaces, not currently available. The number of accessible spaces conforms to the Land Development Code. With the proposed parking lot re-striping, there would be no net loss in parking spaces provided.

In a preliminary design, staff had suggested narrower parking spaces in the westerly most row of the lot. Although that proposal was dropped from the design, the La Jolla Community Planning Association recommended that these spaces be located on the opposite site of the lot. No narrower spaces are now proposed.

The four proposed lifeguard spaces would be located immediately around the proposed vehicle storage facility. This would not only provide for lifeguard vehicle storage outside of and in close proximity to the storage facility, but would also create a buffer between beachgoers backing out

of nearby parking stalls and rescue vehicles entering or exiting the facility. Rescue vehicle movements would be slow and made in the morning to get vehicles on the beach for patrol, and in the evening for storage. In addition, the applicant is proposing stop signs in the drive aisles on each end of the facility (Attachment 5, Sheet AS-2.1). This would ensure slower speeds and increase the time to react to any vehicle movements from the facility. The overhead doors proposed for the facility would be roll-up doors and would not swing out into the drive aisles. In addition, rescue vehicle movement warning is proposed and is discussed in the next section.

Rescue Vehicles Movement Warning

Rescue vehicles would be stored in the storage facility and moved to the beach in the morning hours and returned in the evening. Although these would be slow, deliberate movements and not in response to emergencies, the La Jolla Community Planning Association suggested that a blinking light should be installed to alert those in the parking lot that rescue vehicles are about to enter or exit the storage facility, cross the travel lane and head to the beach or return to the facility. In response, the project proposes to include a flashing beacon that would activate when the facility door opens to warn pedestrians and drivers that a rescue vehicle is exiting or entering the facility. The exact location of the beacon would be determined in consultation with the Transportation Review staff. In addition, stop signs are proposed in the two drive aisles in front and behind the facility.

Protecting Views

The City of San Diego does not protect private views. A public view corridor is the width of the public right-of-way from which the views are taken. The four view corridors identified in the La Jolla Community Plan and Local Coastal Program Land Use Plan are Camino Del Oro, Calle Frescota, Vallecitos and Avenida De La Playa (Attachment 6). The nearest public view to be protected is from Calle Frescota and neither the proposed new station nor vehicle storage facility would block that public view. Currently, the only major obstacle in that public view corridor is the existing storage container, which would be removed by the project. Vallecitos and Avenida De La Playa are well south of the project and the Camino Del Oro view corridor is on the northern edge of the parking lot. No part of the proposed project would block any of the identified view corridors.

Breezeway Gates

The proposed design of the lifeguard station includes an eight-foot wide breezeway between the two buildings (Attachment 5). This design element is in response to community input to reduce the bulk and scale of the lifeguard station structure, and to eliminate any large solid wall along the boardwalk. However, the breezeway would be gated on both ends to protect lifesaving equipment (namely surfboards) to be stored in the breezeway. While the breezeway includes gates, they would be open during normal business hours and only closed when the station shuts down for the evening. This would allow passersby to see through the buildings and the building wall would be broken up. Neither the building nor the breezeway would be aligned with any

identified public view corridor and the station is proposed for the east side of the boardwalk. This would allow pedestrians open views of the ocean as they use the boardwalk.

Community Plan Consistency

In addition to the issues above, consistency with the community plan has been mentioned. The subject property is located in an area identified as "Parks, Open Space" in the La Jolla Community Plan (LJCP). One of the goals of the Community Facilities, Parks, and Services Element of the LJCP (p. 113) is to, "Ensure that all new and existing public facilities...are designed and developed in a manner that will not contribute any adverse impacts to the environmentally sensitive areas of La Jolla." This project reconstructs the existing facility away from the Kellogg Park green space, locates the facility on the pavement side of the boardwalk and not the sand side, and the tower has been designed with a narrow profile to help protect public views.

Appeal Issues - The appeal lists the following 12 items:

1. Violates the PDO
2. Lacked appropriate Notice
3. Safety issues and response time
4. Limited first floor observation
5. Inadequate environmental review
6. BMPs for vehicle washing
7. Bulk and Scale
8. Parking
9. Garage location
10. Costs
11. Bond issue
12. Building materials

Staff Response

The following is each appeal issue followed by a staff response.

1. Violates the Planned District Ordinance (Sec 103.0300, Purpose and Intent)

Staff Response:

Section 103.0300 reads:

"The public health, safety and welfare require that property in La Jolla Shores shall be protected from impairment in value and that the distinctive residential character and the open seascape orientation of the La Jolla Shore Area shall be retained and enhanced."

"The development of the land in La Jolla Shores should be controlled so as to protect and

enhance the area's unique ocean-oriented setting, architectural character and natural terrain and enable the area to maintain its distinctive identity as part of one of the outstanding residential area of the Pacific Coast. The proper development of La Jolla Shores is in keeping with the objectives and proposals of the Progress Guide and General Plan for the City of San Diego, of the La Jolla Community Plan, and of the La Jolla Shores Precise Plan."

Every effort has been taken to enhance and retain the open seascape orientation of the La Jolla Shores Area and to protect the ocean-oriented setting. The existing lifeguard station would be removed from the sand side of the boardwalk, allowing for unimpeded pedestrian views of the beach. The existing station is located directly in front of the green space of the Kellogg Park. The proposed project would move the station north, away from the park space, enhancing the park experience, while maintaining beach safety.

Following numerous community outreach meetings, and in an effort to reduce the bulk and scale of the project, the rescue vehicle storage facility portion of the project would be separated from the station buildings and located in the existing parking lot. This would keep the buildings at a single story and reduce the visual impact.

The lifeguard tower itself has a reduced profile also decreasing the impact to beach views. Existing operations use an eight-foot wide, by nine-foot high, by 40-foot long steel container to store lifesaving equipment adjacent to Kellogg Park along Calle Frescota. This container would be removed and equipment would be housed in the lifeguard station breezeway and in the rescue vehicle storage facility, enhancing the Calle Frescota Public View Corridor.

2. Lacked appropriate "NOTICE" to those most affected

   Staff Response: Noticing has been done in accordance with the Land Development Code, Chapter 11, Division 3, Article 3, Notice, Sections112.0301 (Types of Notice); 112.0302 (Notice by Mail); and 112.0303 (Published Notice), as well as the "always list mailing list." This mailing list includes the council office, community planning group and individuals who have requested to be on the list.

3. Has serious flaws relating to safety issues and response time

   Staff Response: Staff believes that this comment could relate to a misunderstanding of lifeguard operations. Lifeguards observing the beach from the main tower typically radio to lifeguards on the beach to respond to emergency situations. Lifeguards patrolling the beach are typically in vehicles that were brought to the beach in the morning or on foot. The location of the vehicle storage facility is not relevant to emergency response time. Lifeguards do not typically respond to emergencies from that facility.

   While rescue vehicles would exit the storage facility in the mornings and enter in the evening hours, speeds would be slow and the building would be equipped with warning lights flashing with the opening of the facility's doors. In addition, parking for four

lifeguard vehicles would be located immediately adjacent to the storage facility, creating a buffer between cars backing out of parking stalls facility doors. Staff believes the proposed design provides for public safety and does not effect response time.

4. "Offers limited observation opportunities for Lifeguards from first floor"

Staff Response: The proposed design would provide for over 35 feet of first floor window space to observe beachgoers. While the first floor is not the primary observation space, lifeguards in either the first floor Observation Room or Community Room could observe the beach. The second-story observation tower is the primary location for lifeguards to observe the beach. Providing an extra 35 feet of window on the west side of the building would maximize beachgoer observation.

5. "Underwent inadequate environmental review (Please note that the Response to the Negative Declaration for Project Number 25502 is incomplete an/or inaccurate, in many instances.)"

Staff Response: The proposed project was reviewed under the guidelines of CEQA. Every effort was made to make the responses to public comment clear, complete, and accurate. As the appellants did not provide specific information regarding the statement made on the appeal form, no further information can be provided regarding inadequacy of the response to the comments received during public review of the Negative Declaration.

6. "Ignores BMP for water run-off from washing vehicles"

Staff Response: Staff has indicated that no vehicle-washing would take place in the parking lot of the proposed facility. This has been confirmed by lifeguard management.

7. "Bulk and Scale – figures presented do not reflect actual footprint"

Staff Response: It is unclear what is meant by this comment. The project before the Hearing Officer included site plans reflecting the proposed footprint of each building.

8. "Parking"

Staff Response: There would be a no net loss in parking spaces with the proposed project. The lot would be re-striped to maintain 374 spaces for public use even though the vehicle storage facility is proposed for the parking lot. Four lifeguard spaces would be provided, maintain the current total number of spaces at 378.

9. "Inclusion and location of a Garage in the overall plans"

Staff Response: The applicant has visited the community numerous times over the last two years to gather input on the proposed project. The proposal to locate the rescue vehicle storage facility in the parking lot was a result of community input asking to break up the bulk and scale of the proposed building. Other locations have been suggested, but the current proposal reflects a compromise between the bulk and scale issue and lifeguard operational efficiency. Both the La Jolla Community Planning Association and the La Jolla Shores Advisory Board recommended approval of the project with the storage facility located in the parking lot.

10. "Exorbitant cost."

Staff Response: Project costs are not under the purview of the Hearing Officer.

11. Bond issues relationship to under funding the Pension

Staff Response: Bond issues are not under the purview of the Hearing Officer.

12. "Materials used and colors relative to rest of the park"

Staff Response: The project proposes to incorporate a selection of materials including concrete masonry, steel, tempered glass and frosted glass using a predominately natural tan and grey color scheme minimizing the impact with the natural surroundings. In addition, the project proposes to utilize landscaping to further soften the overall impact of the structure within the surrounding area. Based on a neighborhood survey, the proposed materials and color are within general conformity with those in the area.

Community Plan Analysis:

The subject property is located in an area identified as "Parks, Open Space" in the La Jolla Community Plan. The proposed project is to replace the existing lifeguard station and storage facility with a new structure and storage unit.

One of the goals of the Community Facilities, Parks, and Services Element is to ensure that all new and existing public facilities are designed and developed in a manner that will not contribute any adverse impacts to the environmentally sensitive areas of La Jolla. The proposed lifeguard facilities have been designed to minimize impacts to public views and beach access.

The proposed lifeguard station will be located adjacent to the parking lot on the southwest corner and will be placed on the east side of the existing concrete boardwalk along the beach access points. This location is an improvement from the existing structure which is located on the west side of the concrete boardwalk extending into the beach and across from Kellogg Park. The new location does not impede public access and improves public views from both the park and along

the pedestrian access route.

Kellogg Park and La Jolla Shores Beach are major recreational resources and are utilized intensively by visitors throughout the region making parking in the area a concern. The proposed project conforms with plan policies supporting the retention of existing parking. A portion of the project is located in the existing parking lot, however, the project proposes no net loss of parking spaces.

Although the lifeguard station is a unique public facility it is located in close proximity to a coastal resource and, therefore, requires a sensitive design. The proposed lifeguard facilities are primarily single story. Included in the design for the lifeguard station structure is a 30-foot high observation tower extending west towards the beach. The project proposes to incorporate a selection of materials including concrete masonry, steel, tempered glass and frosted glass using a predominately natural tan and grey color scheme minimizing the impact with the natural surroundings. In addition, the project proposes to utilize landscaping to further soften the overall impact of the structure within the surrounding area.

Environmental Analysis:

The Environmental Analysis Section (EAS) prepared an Initial Study reviewing the project for visual quality and geology/soils. To reduce potential impacts to public views, the lifeguard station is designed as two buildings separated by a breezeway. The observation tower component would be located above the breezeway, connected by a stairway. Both the building and the tower would be sited with the narrowest facades toward the beach. This configuration would not have a significant impact to public views, and therefore, no mitigation would be required.

EAS also reviewed a geotechnical report and determined that proper engineering design of all new structures would ensure that the potential for geologic impacts from regional hazards would not be significant and no mitigation would be required. A Negative Declaration has been prepared.

Conclusion:

Staff recommends denial of the appeal and approval of the project. Staff's analysis of issues identified in the appeal illustrates that the project is in conformance with all development regulations of the underlying zone, the California Environmental Quality Act and is consistent with the La Jolla Community Plan, the Local Coastal Program Land Use Plan and the La Jolla Shores Planned District Ordinance.

ALTERNATIVES

1. Approve Coastal Development Permit No. 66151 and Site Development Permit 66153, with modifications.

2. Deny Coastal Development Permit No. 66151 and Site Development Permit 66153, if the findings required to approve the project cannot be affirmed.

Respectfully submitted,

Marcela Escobar-Eck
Deputy Director, Customer Support and
Information Division
Development Services Department

Morris E. Dye, Project Manager
Customer Support and
Information Division
Development Services Department

HALBERT/MED

Attachments:

1. Aerial/Elevation Photo Survey
2. Community Plan Land Use Map
3. Project Location Map
4. Project Data Sheet
5. Project Plans, including Elevations and Site Plans
6. Identified Public Vantage Points
7. Draft Permit with Conditions
8. Draft Resolution with Findings
9. Materials Submitted to the Hearing Officer
10. Copy of Appeal
11. Response to Appeal
12. Ownership Disclosure Statement
13. Project Chronology
14. Hearing Officer Report (without attachments)

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

WHEN RECORDED MAIL TO
PERMIT INTAKE
MAIL STATION 501

THE ORIGINAL OF THIS DOCUMENT
WAS RECORDED ON JUL 25, 2005
DOCUMENT NUMBER 2005-0626774
GREGORY J. SMITH, COUNTY RECORDER
SAN DIEGO COUNTY RECORDER'S OFFICE
TIME: 2:11 PM

SPACE ABOVE THIS LINE FOR RECORDER'S USE

JOB ORDER NUMBER: 335030

Coastal Development Permit No. 66151
Site Development Permit No. 66153
La Jolla Shores Lifeguard Station
PLANNING COMMISSION

This Coastal Development Permit No. 66151/Site Development Permit No. 66153 is granted by the Planning Commission of the City of San Diego to the Engineering and Capital Projects Department, of the City of San Diego Owner/Permittee, pursuant to San Diego Municipal Code [SDMC] sections 103.0302.3(d). and 126.0702. The 0.2-acre site is located in the existing parking lot of the La Jolla Shores Kellogg Park in the Public Park (PP) zone of the La Jolla Community Plan. The project site is legally described as La Jolla Shores Unit No. 2, Block 27, Lots 1-8.

Subject to the terms and conditions set forth in this Permit, permission is granted to Owner/Permittee to demolish the existing La Jolla Shores Lifeguard Station, remove an existing steel storage container, construct a replacement 1,485 square-foot, lifeguard station with second story observation tower and new, detached 650 square-foot, single story, vehicle storage facility, described and identified by size, dimension, quantity, type, and location on the approved exhibits, dated February 9, 2005, on file in the Development Services Department.

The project or facility shall include:

a. demolition of an existing La Jolla Shores Lifeguard Station, removal of an existing steel storage container, construction of a replacement 1,485 square-foot, lifeguard station with second story observation tower and new, detached 650 square-foot, single story, vehicle storage facility.

b. Landscaping (planting, irrigation and landscape related improvements); and

c. Accessory improvements determined by the City Manager to be consistent with the land use and development standards in effect for this site per the adopted community plan,

ORIGINAL

California Environmental Quality Act Guidelines, public and private improvement requirements of the City Engineer, the underlying zone(s), conditions of this Permit, and any other applicable regulations of the SDMC in effect for this site.

STANDARD REQUIREMENTS:

1. Construction, grading or demolition must commence and be pursued in a diligent manner within thirty-six months after the effective date of final approval by the City, following all appeals. Failure to utilize the permit within thirty-six months will automatically void the permit unless an Extension of Time has been granted. Any such Extension of Time must meet all the SDMC requirements and applicable guidelines in effect at the time the extension is considered by the appropriate decision maker.

2. No permit for the construction, occupancy or operation of any facility or improvement described herein shall be granted, nor shall any activity authorized by this Permit be conducted on the premises until:

   a. The Permittee signs and returns the Permit to the Development Services Department; and

   b. The Permit is recorded in the Office of the San Diego County Recorder

3. Unless this Permit has been revoked by the City of San Diego the property included by reference within this Permit shall be used only for the purposes and under the terms and conditions set forth in this Permit unless otherwise authorized by the City Manager.

4. This Permit is a covenant running with the subject property and shall be binding upon the Permittee and any successor or successors, and the interests of any successor shall be subject to each and every condition set out in this Permit and all referenced documents.

5. The utilization and continued use of this Permit shall be subject to the regulations of this and any other applicable governmental agency.

6. Issuance of this Permit by the City of San Diego does not authorize the Permittee for this permit to violate any Federal, State or City laws, ordinances, regulations or policies including, but not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.).

7. The Owner/Permittee shall secure all necessary building permits. The applicant is informed that to secure these permits, substantial modifications to the building and site improvements to comply with applicable building, fire, mechanical and plumbing codes and State law requiring access for disabled people may be required.

8. Before issuance of any building or grading permits, complete grading and working drawings shall be submitted to the City Manager for approval. Plans shall be in substantial conformity to Exhibit "A," on file in the Development Services Department. No changes,

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modifications or alterations shall be made unless appropriate application(s) or amendment(s) to this Permit have been granted.

9. All of the conditions contained in this Permit have been considered and have been determined to be necessary in order to make the findings required for this Permit. It is the intent of the City that the holder of this Permit be required to comply with each and every condition in order to be afforded the special rights which the holder of the Permit is entitled as a result of obtaining this Permit.

In the event that any condition of this Permit, on a legal challenge by the Owner/Permittee of this Permit, is found or held by a court of competent jurisdiction to be invalid, unenforceable, or unreasonable, this Permit shall be void. However, in such an event, the Owner/Permittee shall have the right, by paying applicable processing fees, to bring a request for a new permit without the "invalid" conditions(s) back to the discretionary body which approved the Permit for a determination by that body as to whether all of the findings necessary for the issuance of the proposed permit can still be made in the absence of the "invalid" condition(s). Such hearing shall be a hearing de novo and the discretionary body shall have the absolute right to approve, disapprove, or modify the proposed permit and the condition(s) contained therein.

10. This Coastal Development Permit shall become effective on the eleventh working day following receipt by the California Coastal Commission of the Notice of Final Action following all appeals.

LANDSCAPE REQUIREMENTS:

11. In the event that the Landscape Plan and the Site Plan conflict, the Landscape Plan shall prevail.

12. No change, modification or alteration shall be made to the project unless appropriate application or amendment of this Permit shall have been granted by the City.

13. Prior to issuance of any construction permits for structures (including shell), complete landscape and irrigation construction documents consistent with the Landscape Standards (including planting and irrigation plans, details and specifications) shall be submitted to the City Manager for approval. The construction documents shall be in substantial conformance with Exhibit A, Landscape Development Plan, on file in the Office of Development Services.

14. Prior to issuance of any Certificate of Occupancy, it shall be the responsibility of the Permittee or subsequent Owner to install all required landscape and obtain all required landscape inspections. A No Fee Street Tree Permit, if applicable, shall be obtained for the installation, establishment and on-going maintenance of all street trees.

15. All required landscape shall be maintained in a disease, weed and litter free condition at all times. Severe pruning or "topping" of trees is not permitted unless specifically noted in this Permit. The trees shall be maintained in a safe manner to allow each tree to grow to its mature height and spread.

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16. If any required landscape (including existing or new plantings, hardscape, landscape features, etc.) indicated on the approved construction document plans is damaged or removed during demolition or construction, it shall be repaired and/or replaced in kind and equivalent size per the approved documents to the satisfaction of the City Manager within 30 days of damage or Certificate of Occupancy.

17. The Permittee or subsequent Owner(s) shall be responsible for the installation and maintenance of all landscape improvements consistent with the Landscape Regulation and Landscape Standards. Invasive species are prohibited from being planted adjacent to any canyon, water course, wet land or native habitats within the city limits of San Diego. Invasive plants are those which rapidly self propagate by air born seeds or trailing as noted in section 1.3 of the Landscape Standards.

PLANNING/DESIGN REQUIREMENTS:

18. There shall be compliance with the regulations of the underlying zone(s) unless a deviation or variance to a specific regulation(s) is approved or granted as a condition of approval of this Permit. Where there is a conflict between a condition (including exhibits) of this Permit and a regulation of the underlying zone, the regulation shall prevail unless the condition provides for a deviation or variance from the regulations. Where a condition (including exhibits) of this Permit establishes a provision which is more restrictive than the corresponding regulation of the underlying zone, then the condition shall prevail.

19. The height(s) of the building(s) or structure(s) shall not exceed those heights set forth in the conditions and the exhibits (including, but not limited to, elevations and cross sections) or the maximum permitted building height of the underlying zone, whichever is lower, unless a deviation or variance to the height limit has been granted as a specific condition of this Permit.

20. A topographical survey conforming to the provisions of the SDMC may be required if it is determined, during construction, that there may be a conflict between the building(s) under construction and a condition of this Permit or a regulation of the underlying zone. The cost of any such survey shall be borne by the Permittee.

21. Any future requested amendment to this Permit shall be reviewed for compliance with the regulations of the underlying zone(s) which are in effect on the date of the submittal of the requested amendment.

22. All private outdoor lighting shall be shaded and adjusted to fall on the same premises where such lights are located and in accordance with the applicable regulations in the SDMC.

23. The use of textured or enhanced paving shall meet applicable City standards as to location, noise and friction values.

24. The subject property and associated common areas on site shall be maintained in a neat and orderly fashion at all times.

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WATER REQUIREMENTS:

25. Please consider that, water capacity charges will be due at the time of building the new Lifeguard Tower. Charges, as well as service and meter size, are determined by the Water Meter Data Card which is completed during the building plan review process. If a new water service is required, then the applicant would be required to remove (kill) any unused existing service.

26. Prior to the issuance of any certificate of occupancy the water service(s) to the site, including domestic, irrigation, and fire, will require a plumbing permit for the above ground back flow prevention devices (BFPDs).

27. The Owner/Permittee agrees to design and construct all proposed public water facilities in accordance with established criteria in the most current edition of the City of San Diego Water Facilities Design Guidelines and City regulations, standards and practices pertaining thereto.

TRANSPORTATION REQUIREMENTS:

28. No fewer than 378 parking spaces (374 public parking spaces plus 4 lifeguard staff parking spaces) shall be maintained on the property at all times in the approximate locations shown on the approved Exhibit "A," on the file in the Development Services Department. Parking spaces shall comply at all times with the SDMC and shall not be converted for any other use unless otherwise authorized by the City Manager.

29. No vehicle washing is permitted in the Kellogg Park parking lot.

INFORMATION ONLY:

Any party on whom fees, dedications, reservations, or other exactions have been imposed as conditions of approval of this development permit, may protest the imposition within ninety days of the approval of this development permit by filing a written protest with the City Clerk pursuant to California Government Code section 66020.

APPROVED by the Planning Commission of the City of San Diego on May 12, 2005.

ORIGINAL

ALL-PURPOSE CERTIFICATE

Type/PTS Approval Number of Document CDP 66151/SDP 66153
Date of Approval May 12, 2005

STATE OF CALIFORNIA
COUNTY OF SAN DIEGO

Morris E. Dye, Development Project Manager

On July 20, 2005 before me, Raquel Herrera, (Notary Public), personally appeared **Morris E. Dye**, Development Project Manager of the Development Services Department of the City of San Diego, personally known to me to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

WITNESS my hand and official seal

Signature _____
Raquel Herrera

RAQUEL HERRERA
Commission # 1424775
Notary Public - California
San Diego County
My Comm. Expires Jun 15, 2007

ALL-PURPOSE CERTIFICATE

OWNER/PERMITTEE SIGNATURE/NOTARIZATION:

THE UNDERSIGNED OWNER/PERMITTEE, BY EXECUTION THEREOF, AGREES TO EACH AND EVERY CONDITION OF THIS PERMIT AND PROMISES TO PERFORM EACH AND EVERY OBLIGATION OF OWNER/PERMITTEE THEREUNDER.

Signed _____
Jihad Sleiman (ENGINEERING & CAPITAL PROJECTS DEPARTMENT)

STATE OF California
COUNTY OF San Diego

On July 20, 2005, before me, Raquel Herrera personally appeared Jihad Sleiman, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

WITNESS my hand and official seal.

Signature _____

RAQUEL HERRERA
Commission # 1424775
Notary Public - California
San Diego County
My Comm. Expires Jun 15, 2007

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Public testimony was closed.

COMMISSION ACTION:

MOTION BY GARCIA TO DENY THE APPEAL AND APPROVE THE PROJECT. Second by Ontai. Passed by a 5-1 vote with Commissioner Chase voting nay and Commissioner Steele not present.

ITEM-11: **APPEAL OF HEARING OFFICER DECISION – LA JOLLA SHORES LIFEGUARD STATION - PROJECT NO. 25502.**

Morris Dye presented Report to the Planning Commission No. PC-05-146.

Testimony in favor of the appeal by Carol Dupont, Gail Forbes, Howard Doty, and Erica Mendelson.

Testimony in opposition to the appeal by Sherri Lightner, Lt. John Greenhalgh, Rick Espana, Frances Doolittle, and Jackie Booth.

Public testimony was closed.

COMMISSION ACTION:

MOTION BY OTSUJI TO DENY THE APPEAL AND APPROVE THE PROJECT WITH THE ADDED CONDITION THAT NO VEHICLES BE WASHED IN THE PARKING LOT. Second by Griswold. Passed by a 5-0 vote with Vice-Chairperson Garcia recusing and Commissioner Steele not present.

ITEM-12: **LA JOLLA COUNTRY DAY SCHOOL – PROJECT NO. 41982.**

COMMISSION ACTION:

CONSENT MOTION BY ONTAI TO APPROVE STAFF'S RECOMMENDATIONS AS OUTLINED IN REPORT TO THE PLANNING COMMISSION NO. PC-05-146 AND TO INCLUDE THE MEMO SUBMITTED BY STAFF AT THIS HEARING, DATED MAY 10, 2005 REGARDING REVISED DRAFT PERMIT CONDITIONS. Second by Otsuji. Passed by a 5-0 vote with Vice-Chairperson Garcia recusing and Commissioner Steele not present.

CITY PLANNING COMMISSION

MAY 21 2008 ATTACHMENT 11

RECEIVED

THE CITY OF SAN DIEGO

City of San Diego
Development Services
1222 First Ave. 3rd Floor
San Diego, CA 92101
(619) 446-5210

Development Permit/ Environmental Determination Appeal Application

FORM DS-3031 MARCH 2007

See Information Bulletin 505, "Development Permits Appeal Procedure," for information on the appeal procedure.

1. Type of Appeal:
- ☑ Process Two Decision - Appeal to Planning Commission
- ☑ Process Three Decision - Appeal to Planning Commission
- ☐ Process Four Decision - Appeal to City Council
- ☐ Environmental Determination - Appeal to City Council
- ☐ Appeal of a Hearing Officer Decision to revoke a permit

2. Appellant *Please check one* ☐ Applicant ☐ Officially recognized Planning Committee ☑ "Interested Person" (Per M.C. Sec. 113.0103)

Name
BARRY KUSMAN

Address	City	State	Zip Code	Telephone
8335 CAMINO DEL ORO	LA JOLLA	CA	92037	(520) 529-6534

3. Applicant Name *(As shown on the Permit/Approval being appealed). Complete if different from appellant.*

CITY OF SAN DIEGO/ JIHAD SLEIMAN (CAPITOL IMPROVEMENTS)

4. Project Information

Permit/Environmental Determination & Permit/Document No.:	Date of Decision/Determination:	City Project Manager:
CDP/SDP 146179	MAY 7, 2008	VENA LEWIS

Decision (describe the permit/approval decision):
HEARING OFFICER EXTENSION OF EXPIRED PERMIT(S) CDP #66151, SDP# 66153, AMENDMENT TO EXPIRED PERMIT(S)

FOR THE LA JOLLA SHORES LIFEGUARD STATION 8200 CAMINO DEL ORO

5. Grounds for Appeal *(Please check all that apply)*
- ☑ Factual Error (Process Three and Four decisions only)
- ☑ Conflict with other matters (Process Three and Four decisions only)
- ☑ Findings Not Supported (Process Three and Four decisions only)
- ☑ New Information (Process Three and Four decisions only)
- ☐ City-wide Significance (Process Four decisions only)

Description of Grounds for Appeal (*Please relate your description to the allowable reasons for appeal as more fully described in Chapter 11, Article 2, Division 5 of the San Diego Municipal Code. Attach additional sheets if necessary.)*

SEE ATTACHED. ALSO LACK OF ADEQUATE ENVIRONMENT REVIEW UNDER CEQA.

6. Appellant's Signature: I certify under penalty of perjury that the foregoing, including all names and addresses, is true and correct.

Signature: _____ Date: May 20, 2008

Note: Faxed appeals are not accepted. Appeal fees are non-refundable.

CITY PLANNING
COMMISSION

MAY 21 2008

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Barry & Michelle Kusman
8335 Camino del Oro
La Jolla, CA 92037

ATTACHMENT 11

Hearing Officer
City of San Diego
1222 First Avenue, 3rd Floor
San Diego, CA 92101

Re: Wednesday May 7th, 2008 Coastal Development Permit/
Site Development Permit No. CDP/SDP 146179
La Jolla Shores Lifeguard Station Amendment

Dear Hearing Officer,

Please accept this letter as my strong objection to the above referenced Project. I believe that the overall size and scale of the Project will encroach upon physical access ways that are legally utilized by the public. I also believe that the Project will adversely impact public views to and along the ocean. I do not believe the project is consistent with the Certified Local Coastal Program, since the design, size and scope of the Project will adversely impact public views to and along the ocean.

In addition, I challenge the ability of the City to issue an Amendment to a permit which is expiring. As indicted in the Staff Report, an extension of time was applied for, but could not be granted pursuant to Section 126.0111. An Amendment to an expiring permit can be granted but, the Amendment cannot further extend the original expiration date. The City must now re-apply for a Coastal Development and Site Development Permit since this "Amendment" cannot legally extend the original permit.

CITY PLANNING
COMMISSION

MAY 21 2008

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ATTACHMENT 11

In conclusion, we would request that the Hearing Officer deny the requested Amendment to the permit. The Project will violate provisions of the San Diego Municipal Code, the Certified Local Coastal Program, and the California Coastal Act. Further, I believe that the request should be denied since there is no method or authorization under the Municipal Code to amend a permit which is expiring. Any such Amendment would only be valid for the term of the original permit.

Thank you for your consideration of this.

Sincerely,

Barry & Michelle Kusman

cc: Vena Lewis, Development Project Manager
1222 First Avenue, MS 302
San Diego, CA 92101
Fax (619) 446-5245

Andrea Contreras Dixon
Deputy City Attorney
1200 3rd Avenue, Ste 1100
San Diego, CA 92101
Fax (619) 533-5856

From: Philip Merten [mailto:phil@mertenarchitect.com]
Sent: Tuesday, May 06, 2008 12:40 PM
To: Hearing Officer; Vena Lewis; Andrea Dixon; Allison Sherwood
Subject: La Jolla Shores Lifeguard Tower CDP/SDP 146179

CITY PLANNING
COMMISSION

MAY 21 2008

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ATTACHMENT 11

Re: Hearing Officer public hearing for
Amended La Jolla Shores Lifeguard Tower
CDP/SDP 146179

Ladies and Gentlemen,

I am unable to attend the Hearing Officer public hearing for the Amended La Jolla Shores Lifeguard Station. Therefore, please consider my comments and concerns regarding the proposed facility and the flawed Mitigated Negative Declaration, as presented in the attached letter, prior to making your decision about the project.

Thank you for your consideration.

Philip A. Merten AIA

_____ Information from ESET Smart Security, version of virus signature database 3112 (20080520)

The message was checked by ESET Smart Security.

http://www.eset.com

Internal Virus Database is out-of-date.
Checked by AVG.

CITY PLANNING
COMMISSION

MAY 21 2008

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ATTACHMENT 11

MERTEN www.MertenArchitect.com PHILIP A. MERTEN AIA ARCHITECT

P.O. BOX 2948 LA JOLLA CALIFORNIA 92038 PHONE 858.459.4756 FAX 858.459.8468 Phil@MertenArchitect.com

May 6, 2008

Hearing Officer
City of San Diego - Development Services Department
1222 First Avenue, 3rd Floor
San Diego, CA 92101

Transmitted Via E-Mail: HearingOfficer@sandiego.gov

Re: Coastal Development Permit / Site Development Permit No. CDP/SDP 146179
La Jolla Shores Lifeguard Station Amendment

Dear Hearing Officer,

The proposed Amendment to the La Jolla Shores Lifeguard Station project should be rejected because the project simply does not conform to the goals, objectives and recommendations of the applicable Certified Land Use Plan, i.e. the *La Jolla Community Plan and Local Coastal Program Land Use Plan.*

Additionally, the *La Jolla Shores Lifeguard Tower Final Mitigated Negative Declaration* contains a patently incorrect conclusion. When the incorrect conclusion was called to the analyst's attention, the analyst's response failed to address the important key issue.

Under the Heading of LAND USE on page 7 of the Mitigated Negative Declaration, item B asks: Would there be a conflict with the goals, objectives and recommendations of the community plan in which it is located? To which the analyst responds "No such conflict would occur." The analyst's conclusion is incorrect because it fails to recognize the goals and policies of the *La Jolla Community Plan and Local Coastal Program Land Use Plan*.

The *La Jolla Community Plan and Local Coastal Program Land Use Plan* states:

NATURAL RESOURCES AND OPEN SPACE SYSTEM

GOALS:

• Maintain the identified public views to and from these amenities in order to achieve a beneficial relationship between the natural or unimproved and developed areas of the community.

POLICIES

2. Visual Resources

a. Public views from identified vantage points, to and from La Jolla's community landmarks and scenic vistas of the ocean, beach and bluff areas, hillsides and canyons **shall be retained and enhanced for public use (see Figure 9 and Appendix G).**

b. Public views to the ocean from the first public roadway adjacent to the ocean shall be preserved and enhanced, including visual access across private coastal properties at yards and setbacks.

CITY PLANNING COMMISSION
MAY 21 2008
RECEIVED

ATTACHMENT 11

Figure 9, Identified Public Vantage Points of the *La Jolla Community Plan and Local Coastal Program Land Use Plan* identifies Camino Del Oro as a "Road from which coastal body of water can be seen". The proposed life guard vehicle storage building to be located within the existing parking lot together with the proposed life guard tower building neither preserve nor enhance the public view from the roadway because together their facades are broader than existing lifeguard tower building facade. As such, the combined facades of the proposed structures will obstruct the view of the coast line from the first public roadway (Camino Del Oro) to a greater extent than the existing lifeguard tower building. The proposed lifeguard facility will not preserve and enhance the identified public view of the ocean. To the contrary, the proposed facility will actually reduce the public view of the ocean. Clearly, the proposed life guard tower building and the vehicle storage building conflict with the goals and policies of the *La Jolla Community Plan and Local Coastal Program Land Use Plan*. The analyst's conclusion is simply incorrect.

When the conflict between the important land use goals, objectives and recommendations of the *La Jolla Community Plan* and the proposed design of the new life guard facility was called the the analyst's attention during the public comment period, the analyst responded to the comment in the Final Updated Mitigated Negative Declaration dated March 18, 2008. However, the analyst's response failed to address the key land use that public views shall be preserved and enhanced. The analyst responded: "The already approved lifeguard tower and storage structure are required to be located in close proximity to the beach to serve the purpose of safeguarding beachgoers and includes having emergency response and resources located in such a way as to reduce emergency response times. Therefore, no visual impacts would occur." The analyst's stated reason for the proposed facility and the conclusion that no visual impacts would occur is simply illogical and makes absolutely no sense.

In conclusion, I respectfully request the Hearing Officer to reject the Amended La Jolla Shores Lifeguard Station project until such time as the project is redesigned to meet the functional requirements of the lifeguard facility without conflicting with the goals, objectives and recommendations of the *La Jolla Community Plan and Local Coastal Program Land Use Plan.*

Thank you for your consideration.

Sincerely,

Philip A. Merten AIA

ec:

Vena Lewis, Development Project Manager	VLewis@sandiego.gov
Andrea Contreras Dixon, Deputy City Attorney	ADixon@sandiego.gov
Allison Sherwood, DSD Analyst	ASherwood@sandiego.gov

LA JOLLA COMMUNITY PLANNING ASSOCIATION
La Jolla Shores Permit Review Committee
Committee Report, Tuesday, February 26, 2008
4:00 p.m.
La Jolla Recreation Center, 615 Prospect St., La Jolla, CA

Attendees: Espinoza, Chair, Naegle, Lightner, Doolittle

1. 7836 EL PASEO GRANDE TENTATIVE MAP *(PREVIOUSLY REVIEWED 4/25/07)*
PROJECT NUMBER: CDP & TP 124540
TYPE OF STRUCTURE: Tentative Map
LOCATION: 7836 El Paseo Grande
PLANNER: Tim Daly Ph: 619-446-5356 Email: tdaly@sandiego.gov
OWNERS REP: Dean Lay Ph: 858-273-0663 Email: deanlay@hotmail.com

PROJECT DESCRIPTION: Convert 8 residential units to condominiums and under grounding over head utilities on a .35 acre site.

FINDINGS:

a. No review was possible as the planner was unable to provide any updated documentation (City Cycle Review notes) for review as previously requested.
b. Committee concern is in understanding if the existing structure with parking was approved per previously conforming rights.
c. Applicant to return to Committee with documentation and answer to conforming rights question.

2. LA JOLLA SHORES LIFEGUARD STATION EOT
PROJECT NUMBER: 142179
TYPE OF STRUCTURE: Lifeguard Station
LOCATION: 8200 Camino del Oro
PLANNER: Verna Lewis Ph: 619-446-5197 Email: vlewis@sandiego.gov
OWNERS REP: Jihad Sleiman Ph: 619-533-3108 Email: jsleiman@sandiego.gov

FINDINGS:

a. Motion: Lightner – Extension of time for the project can be approved per City planning guidelines
b. Second: Doolittle
c. Vote: Approved 3 -0 -0

THE CITY OF SAN DIEGO
City of San Diego
Development Services
1222 First Ave., MS-302
San Diego, CA 92101
(619) 446-5000

Ownership Disclosure Statement

Approval Type: Check appropriate box for type of approval (s) requested: ☐ Neighborhood Use Permit ☒ Coastal Development Permit ☐ Neighborhood Development Permit ☒ Site Development Permit ☐ Planned Development Permit ☐ Conditional Use Permit ☐ Variance ☐ Tentative Map ☐ Vesting Tentative Map ☐ Map Waiver ☐ Land Use Plan Amendment • ☐ **Other** _____

Project Title — **Project No.** *For City Use Only*

La Jolla Shores Lifeguard Station

Project Address:

8200 Camino Del Oro, La Jolla California 92037

Part I - To be completed when property is held by Individual(s)

By signing the Ownership Disclosure Statement, the owner(s) acknowledge that an application for a permit, map or other matter, as identified above, will be filed with the City of San Diego on the subject property, with the intent to record an encumbrance against the property. Please list below the owner(s) and tenant(s) (if applicable) of the above referenced property. The list must include the names and addresses of all persons who have an interest in the property, recorded or otherwise, and state the type of property interest (e.g., tenants who will benefit from the permit, all individuals who own the property). A signature is required of at least one of the property owners. Attach additional pages if needed. A signature from the Assistant Executive Director of the San Diego Redevelopment Agency shall be required for all project parcels for which a Disposition and Development Agreement (DDA) has been approved / executed by the City Council. Note: The applicant is responsible for notifying the Project Manager of any changes in ownership during the time the application is being processed or considered. Changes in ownership are to be given to the Project Manager at least thirty days prior to any public hearing on the subject property. Failure to provide accurate and current ownership information could result in a delay in the hearing process.

Additional pages attached ☐ **Yes** ☒ **No**

Name of Individual (type or print):
Jihad Sleiman, Project Manager, ECP Dept, AE&P Div
☒ Owner ☐ Tenant/Lessee ☐ Redevelopment Agency
Street Address:
600 B Street, Suite 800, San Diego, CA 92101
City/State/Zip:
San Diego, CA 92101
Phone No: (619)533-7532 Fax No: (619)533-5476
Signature: J. F. Sleiman Date: 4-21-08

Name of Individual (type or print):
☐ Owner ☐ Tenant/Lessee ☐ Redevelopment Agency
Street Address:
City/State/Zip:
Phone No: Fax No:
Signature: Date:

Name of Individual (type or print):
☐ Owner ☐ Tenant/Lessee ☐ Redevelopment Agency
Street Address:
City/State/Zip:
Phone No: Fax No:
Signature: Date:

Name of Individual (type or print):
☐ Owner ☐ Tenant/Lessee ☐ Redevelopment Agency
Street Address:
City/State/Zip:
Phone No: Fax No:
Signature: Date:

ATTACHMENT 14

La Jolla Shores Lifeguard Station Amendment – Project No. 146176
Coastal Development Permit No. 516403
Site Development Permit No. 516405
Project Chronology

Date	Action	Description	City Review Time	Applicant Response
12/10/07	Applicant submits first full set of plans.	Project plans distributed for City staff review.	1 day	
1/28/08	First Assessment Letter	First Assessment Letter identifying required approvals and outstanding issues provided to applicant.	1 month 16 days	
3/7/08	Applicant resubmits for second review OTC	Applicant provides response to first assessment letter to LDR-Planning.		1 month 9 days
4/3/08	Approval Type Changed	NO PACKAGES -- Cycle 7 opened for comment only. Additional Findings are required to meet CEQA regulations. It has been determined required Findings for EOT of a CDP (SDMC Sec. 126.0111(g)(3)), cannot be granted if new conditions are required to comply with State or Federal law. Therefore, an Amendment is required for SDP 66151/CDP 66153 in order to incorporate the new conditions into the permit. Please re-review project for Amendment compliance.	26 days	
5/7/08	Hearing Officer	Project Decision by Hearing Officer	1 month 4 days	
5/21/08	Project Appealed			
7 /10/08	Planning Commission	Project Decision by Planning Commission	2 months 3days	
TOTAL STAFF TIME		Averaged at 30 days per month	**6 months**	
TOTAL APPLICANT TIME		Averaged at 30 days per month		**1 month 9 days**
TOTAL PROJECT RUNNING TIME		From first submittal to Hearing	**7 months 9 days**	

12.) T-MOBILE LA JOLLA BOULEVARD – 5410 La Jolla Blvd. – new wireless comm. installation CDP Sub-Committee voted to send this item directly to the full CPA to hear. Jim Kennedy presented. Brian Becker, who is on the Board of Dirctors of the Seahaus HOA presented 58 petitions signed by Seahaus homeowners opposed to the approval of this item. Esther Kogus who lives in the Capri-Aire Condominiums, handed in two pages of petition signatures opposed to the approval of this item.
Public comment on this item by: Brian Becker, Josh Kenefler, Sherri Lightner, Osama Alkasarbi, Esther Kogus

Mr. LaCava noted that based on T-mobile's before and after coverage maps it seems the facility could be located anywhere along the La Jolla Blvd/Turquoise corridor from Midway to La Jolla Mesa. They should seek an installation in commercial areas. Also, this location is a vulnerable location in the Colima roundabout, the light pole has been hit numerous times. The landscaped area is a special benefit area of the Bird Rock Maintenance Assessment District and the loss of 71 square feet of landscaping to a vault is significant. Last, the proposed landscape screening could limit sight lines through the roundabout.

Approved motion: To call the question. (Morton/Rasmussen 15-0-1)
Affirmative votes: Ashley, Berol, Crisafi, Fitzgerald, Gabsch, LaCava, Lightner, Little, Lucas, McConkey, Metcalf, Morton, Perricone, Peto, Rasmussen
Abstained: Weiss- has Tmobile service.

Approved motion: The applicant has not exhausted other viable locations for the facility and has not addressed the traffic safety concerns, therefore, the findings cannot be made to approve this project. (LaCava/Ashley 15-0-1)
Affirmative votes: Ashley, Berol, Crisafi, Fitzgerald, Gabsch, LaCava, Lightner, Little, Lucas, McConkey, Metcalf, Morton, Perricone, Peto, Rasmussen
Abstained: Weiss- has Tmobile service.

13.) LA JOLLA MUSIC SOCIETY – Information presentation on a three week music and dance festival called SummerFest (Hannes Kling Presenting)

Approved motion: To endorse the La Jolla Music Society proposal for a free classical music concert at the Ellen Browning Scripps Park on Thursday, August 14, 2008. (Metcalf/McConkey 15-0-0)
Affirmative votes: Ashley, Berol, Crisafi, Fitzgerald, Gabsch, LaCava, Little, Lucas, McConkey, Metcalf, Morton, Perricone, Peto, Rasmussen, Weiss

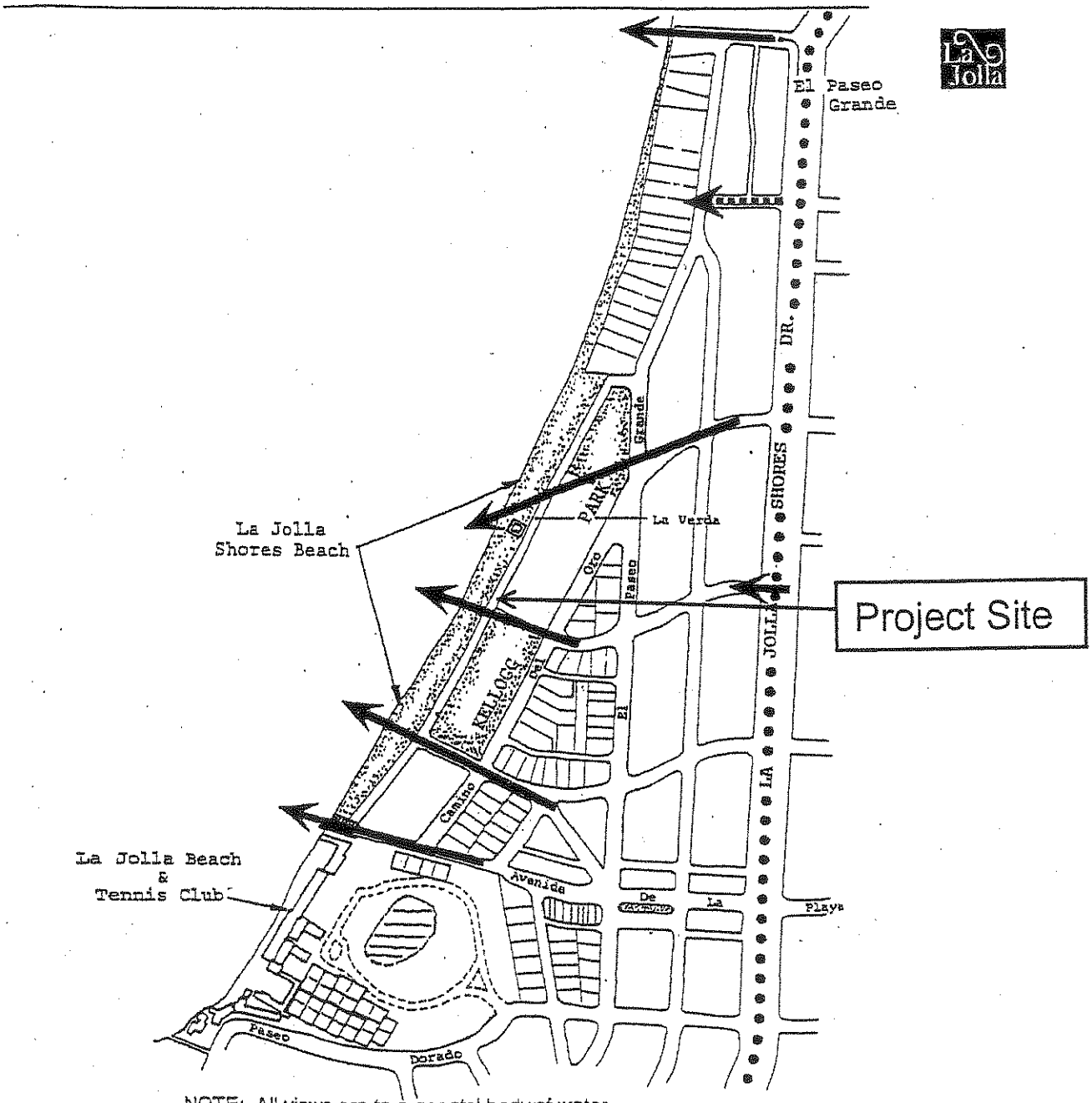
14.) LA JOLLA SHORES LIFEGUARD STATION EOT (February 26th, 2008 action item) 8200 Camino del Oro – Request for time extension on Coastal Development Permit and SDP – Approved 3-0-0. Presentation by Jihad Slieman from the City of San Diego in support of the extention of time. Presentation opposed to the extention of time by resident, Simon Andrews.
Trustee comment/questions from: Lucas, Weiss, Berol, Crisafi, Fitzgerald, Gabsch, Peto, LaCava.
Comments from the public by: John Greenhouse, Kathryn Douglas, Mark Lufkowitz, Mary Coakley, Karen Boger, Anne Heineman, Ed Harris

Approved motion: To call the question. (Peto/Fitzgerald 10-3-1)
Affirmative votes: Ashley, Crisafi, Fitzgerald, LaCava, Lucas, McConkey, Metcalf, Morton, Peto, Rasmussen
No vote: Berol, Gabsch, Weiss
Abstained: Perricone

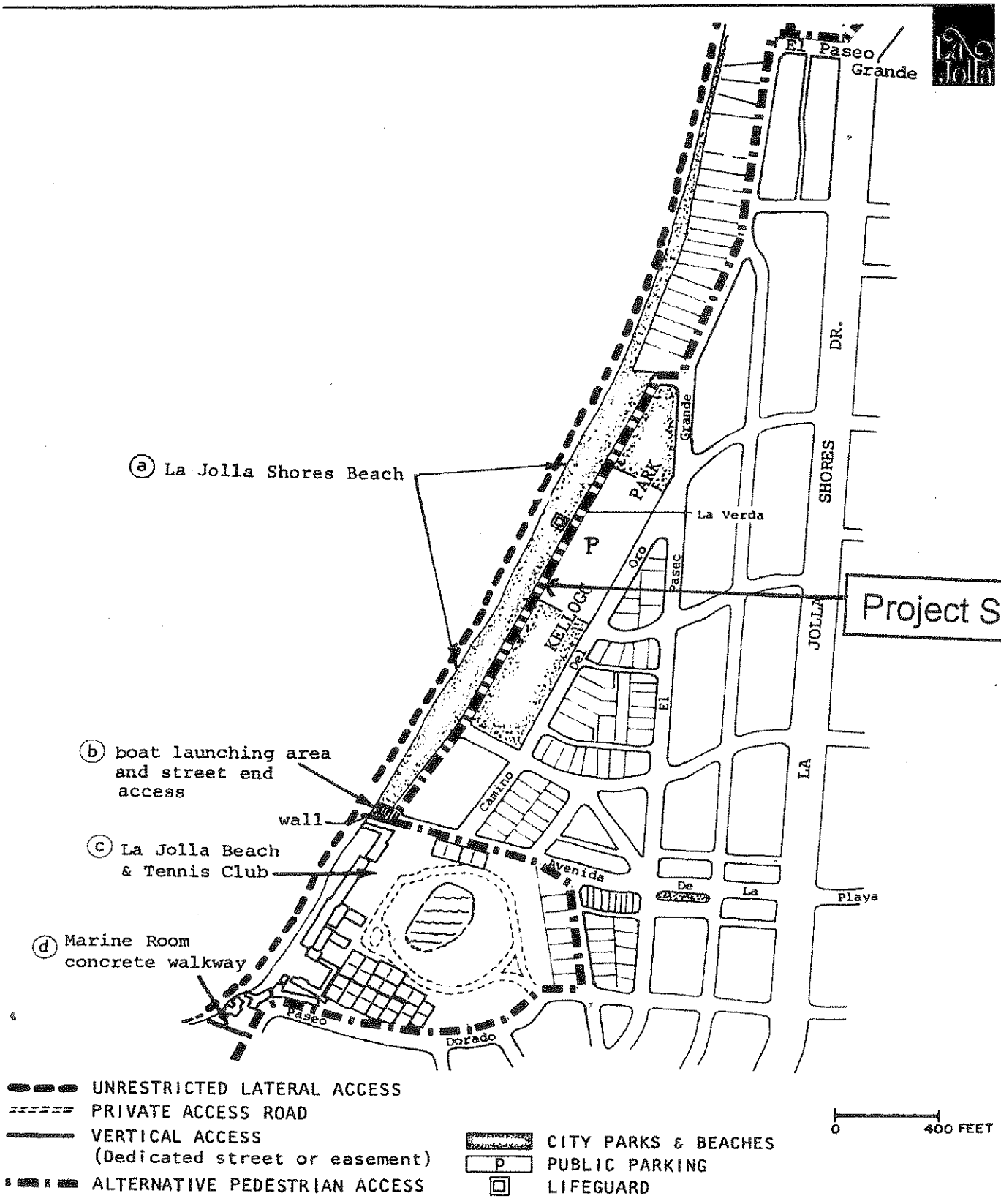
Approved motion: The findings can be made for the extention of time on the La Jolla Shores Lifeguard station. The applicant is requested to include archeological monitoring and suggest the review of the exterior building materials to be more compatible with buildings in the vicinity. (Peto/Metcalf 12-1-1)
Affirmative votes: Ashley, Berol, Crisafi, Fitzgerald, LaCava, Lucas, McConkey, Metcalf, Morton, Perricone, Peto, Rasmussen
No votes: Gabsch
Abstained: Weiss- not enough information

Adjourned to next meeting May 1st, 2008

Respectfully submitted, Darcy Ashley 4/9/08



Subarea C: La Jolla Shores - Visual Access



Subarea C: La Jolla Shores - Physical Access

La Jolla Community Plan
City of San Diego • Planning Department

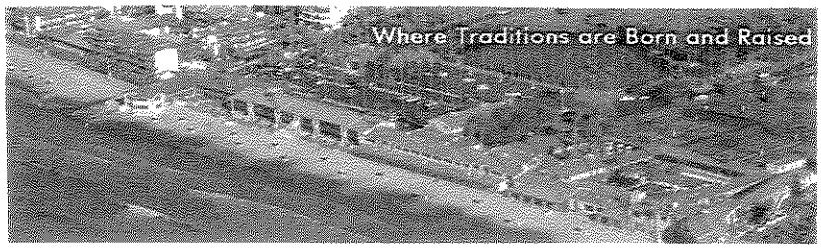
Figure C

May 6, 2008

City of San Diego Hearing Officer:

The proposed La Jolla Shores Lifeguard Tower with a Garage in the middle of the parking lot has serious safety issues, will cost approximately $1,000 per square foot, and does NOT blend in with its beautiful surroundings. **The La Jolla Community Planning Association (LJCPA) voted to request the City to revise the exterior of the La Jolla Shores Lifeguard Tower to blend with the rest of the structures in the Park and along the shoreline, using red tile roofing, stucco and slump stone. Please DENY THE AMENDMENT and, at the very least, attach the LJCPA request as a requirement for the project.** It was designed and approved to be compatible with the previously approved plans for Kellogg Park South Comfort Station. Those plans were discarded and the facility that was subsequently built blends beautifully with the rest of the shoreline structures, as should the Lifeguard Tower. (Photos below.)

Comfort Station Built in 2005



Existing Shoreline structures

The Park & Recreation Design Review Committee would not approve the current design for the exterior of the Lifeguard Tower if it were brought before them today. There has been a "change in circumstances" and it needs to be addressed.

I am in no way, interested in delaying the construction process, but feel strongly that the vote of the LJCPA should be honored and the safety issues should be addressed. We are ALL extremely grateful for the great job our Lifeguards do…and realize the deplorable condition of the facilities they work in everyday. We support new Lifeguard Towers, but feel strongly that they should be safe, cost effective, and blend in with their surroundings.

SAFETY…The 3 proposed buildings have flat roofs, an observation deck, and a cantilevered tower that stretches over the boardwalk above the beach; ALL serving as attractive nuisances for the hundreds of kids partying around the fire rings on the beach all summer long…and **drinking**. The design has been referred to as the biggest piece of playground equipment in the City of San Diego. (Kids used to party on the flat roof of the old south Comfort Station.) It's a serious accident waiting to happen. A simple remedy is to eliminate the extremely costly cantilevered tower and design a Mission-style Bell Tower for optimum viewing, incorporating red tile roofing, with a slump stone and stucco exterior, instead of colored block. It should blend with the surrounding architecture along the shoreline from the Marine Room to the first home north of Kellogg Park. If cost is a factor, I'm sure there are local Architects who would be happy to help with the design modifications.

By moving the Tower into the parking lot on the east side of the Boardwalk, response time is increased and viewing of the beach and ocean by Lifeguards on the first floor is

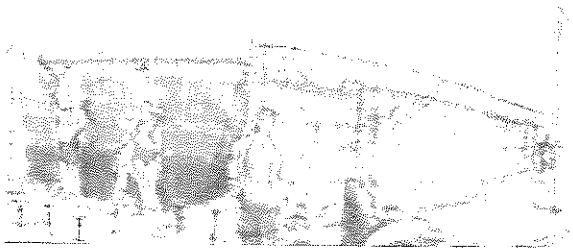
greatly hampered by beachgoers walking in front of the windows on a significantly narrowed section of the Boardwalk.

Placement of the Garage in the middle of the parking lot poses serious safety hazards for pedestrians, unnecessarily increasing costs for construction and removing much-needed parking spaces. The City's solution is to restripe the parking lot and make the spaces smaller! The cost-effective and functional solution is to spread the tower buildings apart an additional 10' so the vehicles can be parked there at night, giving the Lifeguards a larger working space during the daytime. Roll-up garage doors and roofing that is retractable would provide a sense of openness during the daytime and security for their vehicles at night.

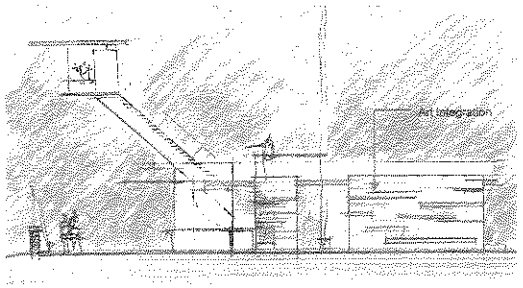
The Lifeguard Tower is being built in a flood zone. Buildings constructed today should be environmentally friendly and incorporate solar power for optimum efficiency.

Proposed site for new Lifeguard Tower

While the plans were approved over 3 years ago, much has changed over the past 6 years since the Lifeguard Tower design process began. Plans for the south Comfort Station, that would have been complemented by the current design, were scrapped because the Bid was $880,000 and the City had a Budget of $316,000.



Abandoned Design for Comfort Station

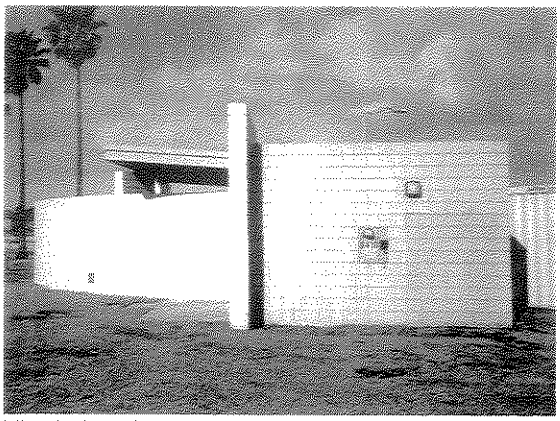


Current Lifeguard Tower Design

Renovation of the existing Lifeguard Tower makes ultimate sense relative to safety, cost effectiveness, and aesthetics. It would also eliminate the need for a Mitigated Negative Declaration, currently required due to new Historical Resources regulations that mitigate for the very real possibility that Kumeyaay artifacts and/or human remains might be unearthed during construction, requiring an Archeologist on site...further increasing costs.

I understand that such a redesign could cause significant delays that are unacceptable to the City. Therefore, I am requesting that the cost-effective revisions stated above, bringing the exterior of the buildings into compliance with the rest of the shoreline and significantly improving safety, be adopted by the CPA, along with a request for the City

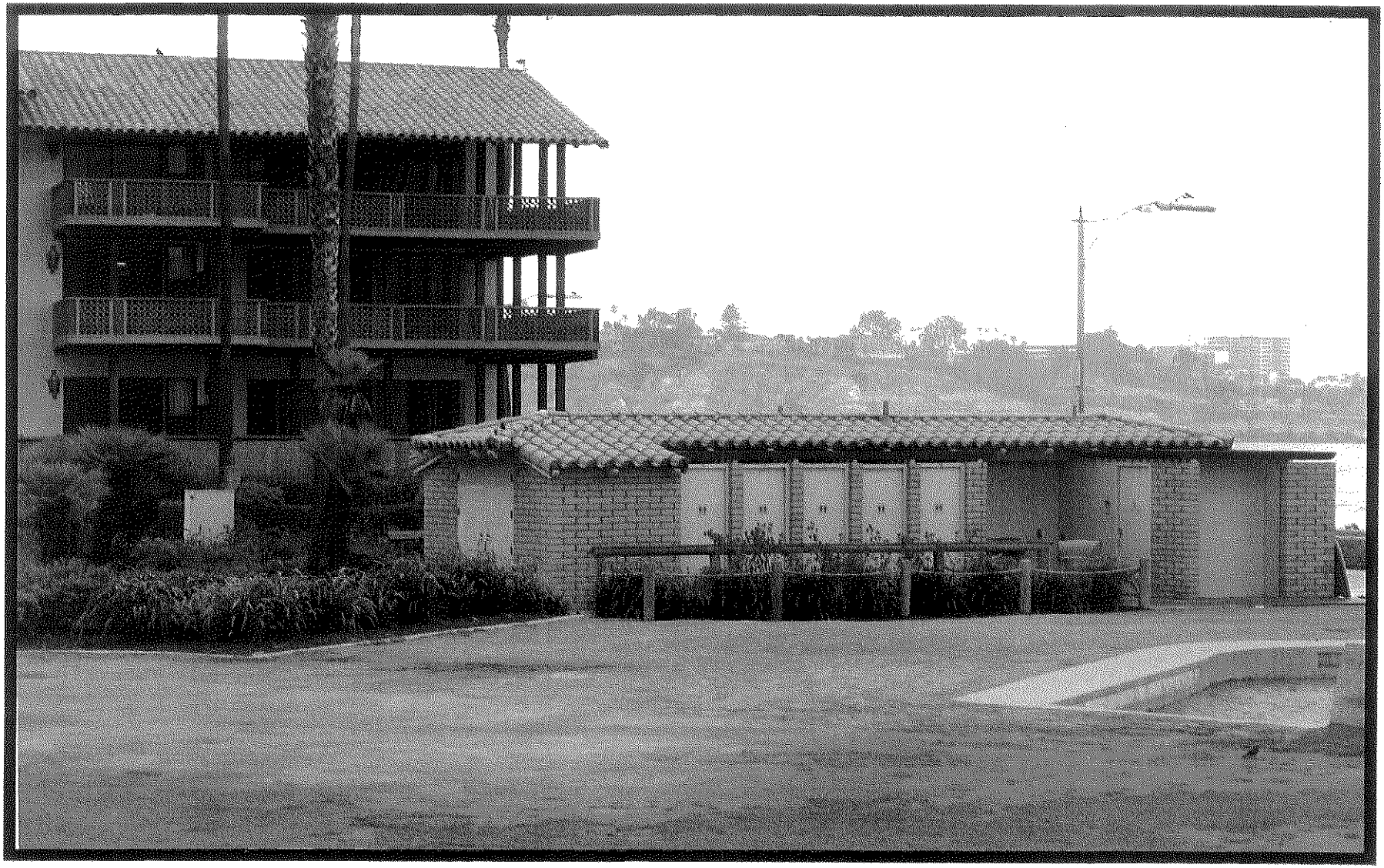
to meet with your Trustees to implement the proposed changes. They do not impact the interior design in any way. The Lifeguards deserve safe, efficient working conditions. The community deserves a safe, cost effective design that compliments its surroundings. We will have this building in our park for the next 40-50 years…Let's get it right!



North Comfort Station…to be replaced with one matching the South Comfort Station…Make Tower blend!

Thank you for your consideration.

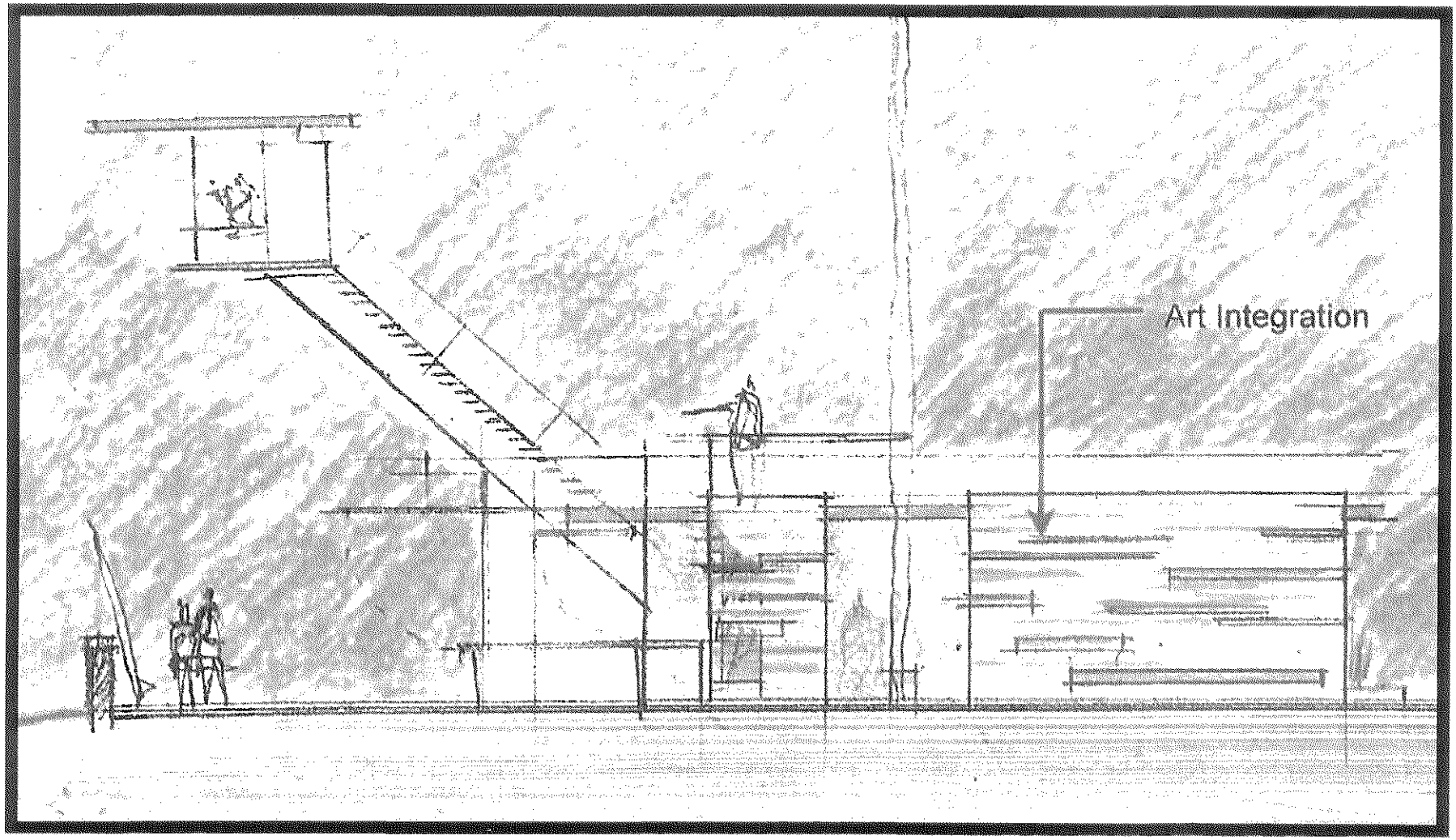
Carol DuPont, La Jolla Shores, CA (619) 596-2186



Kellogg Park South Comfort Station

ATTACHMENT 17

La Jolla Shores Shoreline

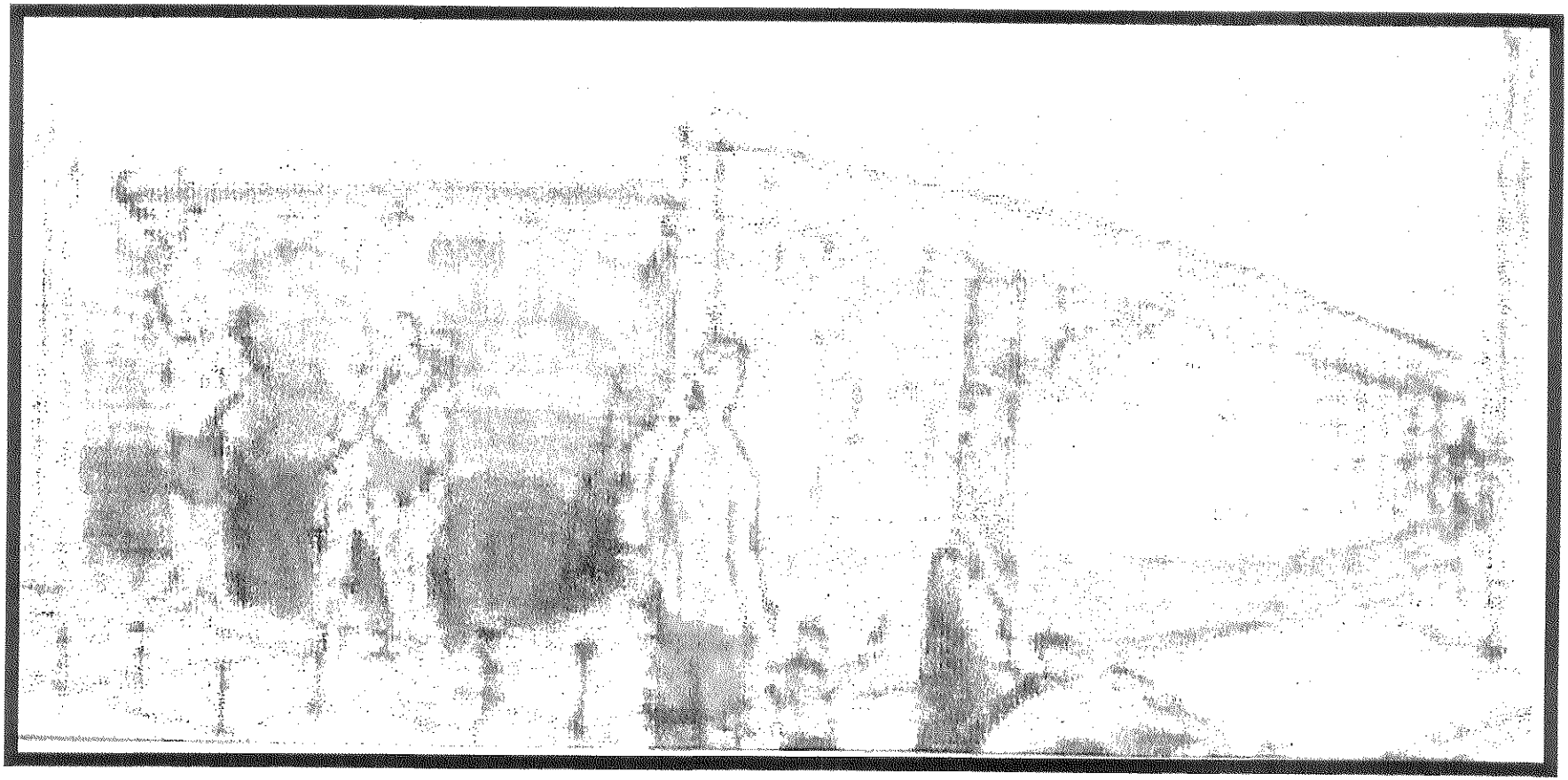


La Jolla Shores Lifeguard Tower

ATTACHMENT 17

New Lifeguard Tower in FLOOD ZONE

ATTACHMENT 17



Abandoned Kellogg Park South Comfort Station Plans

ATTACHMENT 17

Kellogg Park North Comfort Station

ATTACHMENT 14

Maxwell, Stacie

From: Philip Merten [phil@mertenarchitect.com]
Sent: Tuesday, May 06, 2008 12:40 PM
To: HearingOfficer; Lewis, Vena; Dixon, Andrea; Sherwood, Allison
Subject: La Jolla Shores Lifeguard Tower CDP/SDP 146179
Attachments: E-MAIL LOGO (150).JPG; ATT00001.htm; Hearing Officer 5-6-08.PDF; ATT00002.htm

Re: Hearing Officer public hearing for
Amended La Jolla Shores Lifeguard Tower
CDP/SDP 146179

Ladies and Gentlemen,

I am unable to attend the Hearing Officer public hearing for the Amended La Jolla Shores Lifeguard Station. Therefore, please consider my comments and concerns regarding the proposed facility and the flawed Mitigated Negative Declaration, as presented in the attached letter, prior to making your decision about the project.

Thank you for your consideration.

Philip A. Merten AIA

MERTEN www.MertenArchitect.com PHILIP A. MERTEN AIA ARCHITECT
P.O. BOX 2948 LA JOLLA CALIFORNIA 92038 PHONE 858.459.4756 FAX 858.459.8468 Phil@MertenArchitect.com

May 6, 2008

Hearing Officer
City of San Diego - Development Services Department
1222 First Avenue, 3rd Floor
San Diego, CA 92101

Transmitted Via E-Mail: HearingOfficer@sandiego.gov

Re: Coastal Development Permit / Site Development Permit No. CDP/SDP 146179
La Jolla Shores Lifeguard Station Amendment

Dear Hearing Officer,

The proposed Amendment to the La Jolla Shores Lifeguard Station project should be rejected because the project simply does not conform to the goals, objectives and recommendations of the applicable Certified Land Use Plan, i.e. the *La Jolla Community Plan and Local Coastal Program Land Use Plan.*

Additionally, the *La Jolla Shores Lifeguard Tower Final Mitigated Negative Declaration* contains a patently incorrect conclusion. When the incorrect conclusion was called to the analyst's attention, the analyst's response failed to address the important key issue.

Under the Heading of LAND USE on page 7 of the Mitigated Negative Declaration, item B asks: Would there be a conflict with the goals, objectives and recommendations of the community plan in which it is located? To which the analyst responds "No such conflict would occur." The analyst's conclusion is incorrect because it fails to recognize the goals and policies of the *La Jolla Community Plan and Local Coastal Program Land Use Plan*.

The *La Jolla Community Plan and Local Coastal Program Land Use Plan* states:

NATURAL RESOURCES AND OPEN SPACE SYSTEM

GOALS:

• **Maintain the identified public views to and from these amenities in order to achieve a beneficial relationship between the natural or unimproved and developed areas of the community.**

POLICIES

2. Visual Resources

a. **Public views from identified vantage points, to and from La Jolla's community landmarks and scenic vistas of the ocean, beach** and bluff areas, hillsides and canyons **shall be retained and enhanced for public use (see Figure 9 and Appendix G).**

b. Public views to the ocean from the first public roadway adjacent to the ocean shall be preserved and enhanced, including visual access across private coastal properties at yards and setbacks.

Figure 9, Identified Public Vantage Points of the *La Jolla Community Plan and Local Coastal Program Land Use Plan* identifies Camino Del Oro as a "Road from which coastal body of water can be seen". The proposed life guard vehicle storage building to be located within the existing parking lot together with the proposed life guard tower building neither preserve nor enhance the public view from the roadway because together their facades are broader than existing lifeguard tower building facade. As such, the combined facades of the proposed structures will obstruct the view of the coast line from the first public roadway (Camino Del Oro) to a greater extent than the existing lifeguard tower building. The proposed lifeguard facility will not preserve and enhance the identified public view of the ocean. To the contrary, the proposed facility will actually reduce the public view of the ocean. Clearly, the proposed life guard tower building and the vehicle storage building conflict with the goals and policies of the *La Jolla Community Plan and Local Coastal Program Land Use Plan*. The analyst's conclusion is simply incorrect.

When the conflict between the important land use goals, objectives and recommendations of the *La Jolla Community Plan* and the proposed design of the new life guard facility was called the the analyst's attention during the public comment period, the analyst responded to the comment in the Final Updated Mitigated Negative Declaration dated March 18, 2008. However, the analyst's response failed to address the key land use that public views shall be preserved and enhanced. The analyst responded: "The already approved lifeguard tower and storage structure are required to be located in close proximity to the beach to serve the purpose of safeguarding beachgoers and includes having emergency response and resources located in such a way as to reduce emergency response times. Therefore, no visual impacts would occur." The analyst's stated reason for the proposed facility and the conclusion that no visual impacts would occur is simply illogical and makes absolutely no sense.

In conclusion, I respectfully request the Hearing Officer to reject the Amended La Jolla Shores Lifeguard Station project until such time as the project is redesigned to meet the functional requirements of the lifeguard facility without conflicting with the goals, objectives and recommendations of the *La Jolla Community Plan and Local Coastal Program Land Use Plan.*

Thank you for your consideration.

Sincerely,

Philip A. Merten AIA

ec:

Vena Lewis, Development Project Manager	VLewis@sandiego.gov
Andrea Contreras Dixon, Deputy City Attorney	ADixon@sandiego.gov
Allison Sherwood, DSD Analyst	ASherwood@sandiego.gov

ATTACHMENT 14

Maxwell, Stacie

From: Orrin Gabsch [ogabsch1@san.rr.com]
Sent: Tuesday, May 06, 2008 1:31 PM
To: Philip Merten; HearingOfficer; Lewis, Vena; Dixon, Andrea; Sherwood, Allison
Subject: Re: La Jolla Shores Lifeguard Tower CDP/SDP 146179

Ladies and Gentlemen,

I too am unable to attend the Hearing Officer public hearing for the Amended La Jolla Shores Lifeguard Station. I wish to inform you that I concur 100% with the statements make by Mr. Merten. Thank you.

Orrin L. Gabsch
6105 La Jolla Scenic Dr. S.
La Jolla, CA 92037
858-459-5128

----- Original Message -----
From: Philip Merten
To: Hearing Officer ; Vena Lewis ; Andrea Dixon ; Allison Sherwood
Sent: Tuesday, May 06, 2008 12:39 PM
Subject: La Jolla Shores Lifeguard Tower CDP/SDP 146179

Re: Hearing Officer public hearing for
Amended La Jolla Shores Lifeguard Tower
CDP/SDP 146179

Ladies and Gentlemen,

I am unable to attend the Hearing Officer public hearing for the Amended La Jolla Shores Lifeguard Station. Therefore, please consider my comments and concerns regarding the proposed facility and the flawed Mitigated Negative Declaration, as presented in the attached letter, prior to making your decision about the project.

Thank you for your consideration.

Philip A. Merten AIA

Re: Hearing Officer public hearing for
Amended La Jolla Shores Lifeguard Tower
CDP/SDP 146179

ATTACHMENT 11

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Thank you for your consideration.

Philip A. Merten AIA

PHILIP A. MERTEN AIA ARCHITECT
P.O. Box 2948
La Jolla, CA 92038-2948
TEL 858-459-4756
FAX 858-459-8468
E-mail: Phil@MertenArchitect.com
www.MertenArchitect.com

Barry & Michelle Kusman
8335 Camino del Oro
La Jolla, CA 92037

Hearing Officer
City of San Diego
1222 First Avenue, 3rd Floor
San Diego, CA 92101

Re: Wednesday May 7th, 2008 Coastal Development Permit/
Site Development Permit No. CDP/SDP 146179
La Jolla Shores Lifeguard Station Amendment

Dear Hearing Officer,

Please accept this letter as my strong objection to the above referenced Project. I believe that the overall size and scale of the Project will encroach upon physical access ways that are legally utilized by the public. I also believe that the Project will adversely impact public views to and along the ocean. I do not believe the project is consistent with the Certified Local Coastal Program, since the design, size and scope of the Project will adversely impact public views to and along the ocean.

In addition, I challenge the ability of the City to issue an Amendment to a permit which is expiring. As indicted in the Staff Report, an extension of time was applied for, but could not be granted pursuant to Section 126.0111. An Amendment to an expiring permit can be granted but, the Amendment cannot further extend the original expiration date. The City must now re-apply for a Coastal Development and Site Development Permit since this "Amendment" cannot legally extend the original permit.

ATTACHMENT 14

In conclusion, we would request that the Hearing Officer deny the requested Amendment to the permit. The Project will violate provisions of the San Diego Municipal Code, the Certified Local Coastal Program, and the California Coastal Act. Further, I believe that the request should be denied since there is no method or authorization under the Municipal Code to amend a permit which is expiring. Any such Amendment would only be valid for the term of the original permit.

Thank you for your consideration of this.

Sincerely,

Barry & Michelle Kusman

cc: Vena Lewis, Development Project Manager
1222 First Avenue, MS 302
San Diego, CA 92101
Fax (619) 446-5245

Andrea Contreras Dixon
Deputy City Attorney
1200 3rd Avenue, Ste 1100
San Diego, CA 92101
Fax (619) 533-5856

ATTACHMENT 14

Lewis, Vena

From: Maxwell, Stacie
Sent: Wednesday, May 07, 2008 10:57 AM
To: Geiler, Gary; Lewis, Vena
Subject: FW: Remodeled Lifeguard Tower

FYI

From: Blake Lawless [mailto:blakex2@sbcglobal.net]
Sent: Wednesday, May 07, 2008 9:52 AM
To: HearingOfficer
Subject: Remodeled Lifeguard Tower

Hearing officer:
I'm dismayed that at this time of economic crisis, the city has the resources to spend on a remodeled lifeguard tower. I am aware of the interest and need for safety. But feel there are more pressing problems that deserve attention before this project gets funded.
Thank you,
Blake C. Lawless
Ba Park, San Diego

ATTACHMENT 14

Lewis, Vena

From: Maxwell, Stacie
Sent: Wednesday, May 07, 2008 10:59 AM
To: Lewis, Vena; Geiler, Gary
Subject: FW: La Jolla Shores Lifeguard Tower & Secure Equipment Storage

FYI

From: Joseph Hollow [mailto:jhollow1@san.rr.com]
Sent: Tuesday, May 06, 2008 7:56 PM
To: HearingOfficer
Subject: La Jolla Shores Lifeguard Tower & Secure Equipment Storage

Hearing Officer,

I strongly object to the proposed development for the following reasons:

1) It will result in reduced access to the beach for the tax-paying public because of reduced useful parking (the proposed smaller parking spaces are non-functional for a destination family-day-at-the-beach).
2) Beach employee commuter parking (lifeguards) will be moved from the La Jolla Fire Station on Nautilus to the La Jolla Shores Parking Lot. How can rational public policy recommend exacerbating the parking problems in the Shores Area by arbitrarily annexing public parking for employee parking? The "gesture" of returning the two lifeguard designated parking spots to public use is a cynical padding of the space count, because you can (and, no doubt, will) recapture the spots after you achieve project approval.
3) The tower design is ugly, postmodern, and completely out of design compliance with the neighborhood. Who designed, and who approved this stupid exercise in civic ugliness? Would the architect please identify himself?
4) Ocean views of private citizens (pedestrians, drivers, and home owners), independent of the sheer ugliness of the obstructions, are being usurped by public development. A private citizen could not proceed in such a steamroller process to so offend the community's interest in the legitimate protection of precious oceanfront assets. Who is driving this process, and who is the beneficiary? Has San Diego not done enough for the Public Employee Unions? And, why do we have to modernize our lifeguard facilities in a manner which is so stupid, offensive, design retarded, and poorly executed. At this point it's just naked political muscle against the interest of the public. Why don't the "timed out" City Counsel" hacks just retire gracefully?
5) In my opinion, this is a type of public corruption that should be looked at by the City Attorney.

Joseph Hollow

ATTACHMENT 17.

May 7, 2008

RE: ***LA JOLLA SHORES LIFEGUARD STATION - PROJECT NO. 146179**

Hearing Officer
City of San Diego

To Whom It May Concern:

EXTERIOR: Please note the request made by the La Jolla Community Planning Association to revise the plans for the exterior of the La Jolla Shores Lifeguard Tower to blend with the structures along the shoreline and within Kellogg Park. The intent of the vote was to eliminate the colored block and incorporate the Mission style architecture to include red tile roofing, slump stone and stucco.

Kellogg Park is a small beach park that is frequently overwhelmed by the 2-3 million visitors. The Lifeguard Tower was approved by the Commuity and Park & Recreation Design Review Committee to compliment a design for Kellogg Park South Comfort Station that was subsequently discarded due to cost. They would NOT have approved the exterior of the current Lifeguard Tower/Garage plans under current circumstances.

Please include the LJCPA Motion as a requirement for approval of construction of the La Jolla Shores Lifeguard Tower with inclusion of red tile roofing, slump stone and stucco elements.

PARKING: Reducing the size of the already too small for the vehicles that are used for trips to the beach is a BAD IDEA! Please do not require mitigation for lost spaces if reducing the size of the existing ones is the only solution…it is not a good idea. Every time a car door puts a dent in the vehicle next to it…it costs the owner of the damaged car approximately $5-800.00 for repairs. There are other ways to mitigate for lost parking spaces if it is a requirement.

SAFETY: is a huge concern posed by 3 flat roofs, a cantelivered tower, and the Garage in the middle of the parking lot.

Please note that ALL issues included in the Response to the Draft Mitigated Negative Declaration and Extension of Time for the Coastal Development Permit and Site Development Permit for the La Jolla Shores Lifeguard Station/Garage dated March 10, 2008 still need to be addressed and resolved.

The List of Community Members included wish to be noted as concerned about this project and would like to receive any information that is distributed in the future.

Thank you for your consideration.
Mary Coakley (619) 840-0250
Mary Coakley
Karen Boger (858) 587-8629
Karen Boger

THE CITY OF SAN DIEGO

ATTACHMENT 18

REPORT TO THE HEARING OFFICER

HEARING DATE: May 7, 2008 REPORT NO. HO 08-087

ATTENTION: Hearing Officer

SUBJECT: LA JOLLA SHORES LIFEGUARD STATION AMENDMENT
PTS PROJECT NUMBER: 146179

REFERENCE: Hearing Officer Report No. HO-05-023 and Planning Commission Report No. PC-05-173 (Attachments 7 and 8)

LOCATION: 8200 Camino Del Oro, La Jolla, CA

APPLICANT: City of San Diego Engineering and Capital Projects Department

SUMMARY

Requested Action - Should the Hearing Officer approve an amendment to the previously approved La Jolla Shores Lifeguard Station project on a 0.2-acre site in the existing parking lot of Kellogg Park within the La Jolla Community Plan area?

Staff Recommendation

Approve Coastal Development Permit No. 516403 and Site Development Permit No. 516405.

Community Planning Group Recommendation - On April 3, 2008, the La Jolla Community Planning Association voted 12-1-1 to approve the project with conditions (Attachment 15).

La Jolla Shores Permit Review Committee (LJSPRC) Recommendation - On February 26, 2008, the LJSPRC (subcommittee of the La Jolla Community Planning Association) voted 3-0-0 to approve the project with no conditions (Attachment 12).

Environmental Review – A Mitigated Negative Declaration LDR No. 146179 has been prepared for the project in accordance with State of California Environmental Quality Act (CEQA) Guidelines. A Mitigation, Monitoring and Reporting Program has been prepared and will be implemented which will reduce, to a level of insignificance, any potential impacts identified in the environmental review process.

BACKGROUND

The project site is located in the Public Park (PP) zone of the La Jolla Shores Planned District Ordinance (LJSPDO) and is designated for Parks/Open Space (Attachment 2). The site is directly in front of Kellogg Park on the west side of the boardwalk which runs parallel to the Pacific Ocean shoreline near Calle Frescota within the La Jolla Community Plan area (Attachments1 and 2).

On February 9, 2005, the Hearing Officer approved Coastal Development Permit (CDP) No. 66151, Site Development Permit (SDP) No. 66153 and certified Negative Declaration No. 25502 for the La Jolla Shores Lifeguard Station Project No. 25502. The approved project as proposed would demolish the existing lifeguard station located on the west side of the boardwalk within the park's green space; construct a new lifeguard station on the east side in the southwest corner of the existing parking lot, away from the park's green space; and construct a detached 650 square-foot single story, rescue vehicle and emergency equipment facility also within the parking lot. In addition, the existing steel container (adjacent to Kellogg Park along Calle Frescota) which currently stores the lifesaving equipment would be removed.

The new 1,485 square-foot lifeguard station would consist of two separate buildings that would be connected by a breezeway, with a 30-foot observation tower cantilevered out over the boardwalk and sand (Attachment 4). The station would provide locker room space for the lifeguards, a first aid room for the public, an observation room, community room and a unisex public restroom. The new detached 650 square-foot single story facility would be used to house lifeguard rescue vehicles and other emergency equipment.

On February 23, 2005, the project was appealed to the Planning Commission by Karen Boger and Carol DuPont (Attachment 11).

On May 12, 2005, the Planning Commission voted 5-0 to deny the appeal and approve the project with the added condition that no vehicles be washed in the parking lot (Attachment 10).

Since the approval of the project, the permit (Attachment 9) was not utilized (due to lack of funds) within the required thirty-six months after the date on which all rights of appeal had expired. The failure to utilize and maintain utilization of the permit as described in the City of San Diego Municipal Code (SDMC) would automatically void the permit unless an Extension of Time (EOT) was granted. Thus, on December 10, 2007 (at least sixty days prior to permit expiration date), an application was submitted to the Development Services Department requesting a thirty-six month extension of time for the previously approved project in accordance to the SDMC, Chapter 12, Article 6, Division 1.

During the projects' review process it was determined new requirements subsequent to the public hearing for the original project and prior to submittal for the EOT pertaining to the State of

California Environmental Quality Act (CEQA) were put in place. In as much that the processing for the EOT stopped. Per SDMC Section 126.0111, a CDP cannot receive an EOT if new conditions are required to comply with the State law, in this case CEQA. Therefore, the project is ineligible for an EOT because Mitigation, Monitoring and Reporting Program conditions are required for compliance with CEQA. The project was then re-evaluated and it was determined the project would qualify for an Amendment.

On April 3, 2008, the projects' review process changed from an application for an EOT to an application for an Amendment to the previously approved project.

DISCUSSION

Project Description:

Except for the new requirements by the CEQA, the project scope as noted above in the Background Section of this report would not change. The project as approved on May 12, 2005, by the Planning Commission certified a Negative Declaration. The proposed amendment requires certification of the Mitigated Negative Declaration and the adoption of a Mitigation, Monitoring and Reporting Program.

Discretionary Actions

It was determined that the EOT request submitted on December 10, 2007, could not meet the findings for approval because new conditions are required to comply with CEQA per SDMC Section 126.0111. Therefore, an amendment to the previously approved CDP No. 66151 and SDP No. 66153 is now required. The Amendment will be processed in the same manner as a new application for a CDP and SDP in accordance per SDMC Sections 126.0707(b) and 126.0502(a)(1).

Community Plan Analysis:

The subject property is located in an area identified as "Parks, Open Space" in the La Jolla Community Plan. The previously approved project is to replace the existing lifeguard station and storage facility with a new structure and storage unit.

One of the goals of the Community Facilities, Parks, and Services Element is to ensure that all new and existing public facilities are designed and developed in a manner that will not contribute any adverse impacts to the environmentally sensitive areas of La Jolla. The approved new lifeguard facilities project has been designed to minimize impacts to public views and beach access.

The lifeguard station will be located adjacent to the parking lot on the southwest corner and will be placed on the east side of the existing concrete boardwalk along the beach access points. This location is an improvement from the existing structure which is located on the west side of the concrete boardwalk extending into the beach and across from Kellogg Park. The new location

does not impede public access but improves public views from both the park and along the pedestrian access route.

Kellogg Park and La Jolla Shores Beach are major recreational resources and are utilized intensively by visitors throughout the region making parking in the area a concern. The project as previously approved conforms with plan policies supporting the retention of existing parking. A portion of the project is located in the existing parking lot. However, the project proposes no net loss of parking spaces.

Although the lifeguard station is a unique public facility it is located in close proximity to a coastal resource and, therefore, requires a sensitive design. The lifeguard facilities would be primarily single story. Included in the design for the lifeguard station structure is a 30-foot high observation tower extending west towards the beach. The previously approved project proposes to incorporate a selection of materials including concrete masonry, steel, tempered glass and frosted glass using a predominately natural tan and grey color scheme minimizing the impact with the natural surroundings. In addition, the project as approved proposes to utilize landscaping to further soften the overall impact of the structure within the surrounding area.

Therefore, based on all the above the proposed amendment would be appropriate for the project as previously approved.

Community Group Input

At the April 3, 2008, meeting the LJCPA motion to approve the project included two requests. The applicant was requested to include archeological monitoring and the review of the exterior building materials should be more compatible with buildings in the vicinity.

The applicant conveyed that archaeological monitoring is a required mitigation measure for the project and the project's architect would look into the exterior building materials to determine if it can be compatible with the buildings in the vicinity without hindering the approved design and the public art.

Environmental Analysis:

During environmental review of the project, it was determined that construction could result in significant but mitigable impact in the area of Historical Resources (Archaeology).

The project is located in a high sensitivity area for archaeological resources, and within close proximity to a recorded significant archaeological site (Spindrift site). Due to this new information obtained after permit issuance of the approved project and prior to the proposed amendment submittal it was determined further analysis relating to archaeology resources associated with the amendment was required. A survey done for the proposed project included an on-foot reconnaissance of the property with staff and a Native American monitor, and archaeological review of previous studies in the area. Results of the on-foot reconnaissance revealed no archaeological materials on any of the exposed ground surfaces on the subject

property. Although the survey resulted in the lack of any archaeological materials on the site, archaeological monitoring would be required during project grading and construction activities due to close proximity to the Spindrift site. Mitigation measures have been outlined in Section V of the Mitigated Negative Declaration No. 146179. These mitigation measures would mitigate potentially significant archaeological impacts to below a level of significance.

Project-Related Issues:

Visual Quality and Geology were also considered in depth during the environmental review of the project and determined not to be potentially significant.

CONCLUSION:

The approval of the amendment would allow the owner/developer an additional three years to develop the project. The La Jolla Shores Lifeguard Station project as presented is the same project as previously approved by the Hearing Officer and the Planning Commission. Although the new CEQA requirements generated additional conditions and findings for the project's amendment approval; staff has determined those additional findings (Attachment 6) can be supported. Also, all previous permit conditions for the already approved project have been included in the draft Coastal Development Permit No. 516403 and Site Development Permit No. 516405 (Attachment 5). Therefore, staff recommends that the Planning Commission certify MND No. 146179, adopt Mitigation, Monitoring and Reporting Program and approve the amendment to the previously approved La Jolla Shores Lifeguard Station project.

ALTERNATIVES

1. Approve Coastal Development Permit No. 516403 and Site Development Permit No. 516405, with modifications.

2. Deny Coastal Development Permit No. 516403 and Site Development Permit No. 516405, if the findings required to approve the project cannot be affirmed.

Respectfully submitted,

Vena Lewis

Vena Lewis
Development Project Manager

Attachments:

1. Aerial Photo Survey
2. Community Plan Land Use Map
3. Project Location Map
4. Project Plans
5. Draft Permit with Conditions
6. Draft Resolution with Findings
7. Hearing Officer Report No. HO-05-023 (without attachments)
8. Planning Commission Report No. PC-05-173 (without attachments)
9. PC Copy of Recorded (existing) Permit
10. Copy of May 12, 2005 PC Minutes
11. Copy of Appeal Application
12. LJSPRC Recommendation
13. Ownership Disclosure Statement
14. Project Chronology
15. Community Planning Group Recommendation