

Seaside Ridge Project Description
Affordable Housing and Coastal Resource Protection

SB 330 Preliminary Application Status

Pursuant to Senate Bill (SB) 330, a Preliminary Application was submitted to the City of Del Mar (the City) on October 4, 2022 for Seaside Ridge, a 259-unit housing development project (the Project). The City assigned PDA22-001 to the application. On October 14, 2022, the City confirmed receipt of the application and provided an invoice for payment of the fee. On October 17, 2022, the fee was submitted to the City and processed, thereby commencing a 180-day submittal deadline for a formal development submittal due by Saturday, April 15, 2023. Pursuant to SB 330, a vested right to the regulatory framework, codes and fees as of October 17, 2022, carry forward for the Seaside Ridge project.

Summarized Project Description

Seaside Ridge is a Housing Development Project, processed pursuant to AB 1398, with 49% of base zone units designated as affordable (42 lower income units, 43 moderate units, 88 market units) qualifying for 50% density bonus with 24% lower income set aside of base zone units (86 bonus units), for a total of 259 apartment rental units [(Govt Code §65583(g)(1)&(4)]. The Project provides much needed housing for Del Mar in all income ranges, including households with moderate, low, very low, and extremely low income, and gives equitable access to coastal resources. . The project includes a public park (operated by Seaside Ridge), ample lateral and vertical public access and onsite public parking, and increased blufftop setbacks for above/below grade structures to account for coastal hazards and to ensure sufficient lateral blufftop public access is accommodated. Seaside Ridge complies with the City's objective design standards per the City's Housing Element Implementation Overlay Zone (HEI-OZ).

The project, which is conveniently located near major transportation corridors and in close proximity to large employment centers in Sorrento Mesa and Carlsbad, features a scaled design sensitive to the coastal bluff and ensures public safety through improved pedestrian and bicycle circulation. The actions of the State to create an expedited path for this land to become part of the solution to our worsening housing crisis is a welcome opportunity to make a meaningful impact for those who cannot otherwise afford to live in this special area of our region, such as police officers, firefighters, nurses, teachers and service industry workers. Not only does Seaside Ridge deliver real housing opportunities for people with varying incomes, it will help bring the City into compliance with the law.

Seaside Ridge would help the City of Del Mar comply with state law by providing housing opportunities for a range of income groups. The project would fulfill 78% of the City's immediate need for 54 lower income units on vacant sites in the 6th housing cycle and well over 100% of the City's moderate-income need.

Expanded Project Description

- Housing Development Project, processed pursuant to Assembly Bill (AB) 1398 (2022), with 49% of its 173 base zone units designated as affordable representing 85 affordable units and 88 market-rate units [Govt Code §65583(g)(1)&(4)].
- The 85 affordable units includes 42 lower income units and 43 moderate income units. In compliance with AB 491 (2021), occupants of lower-income and moderate units occupants will have the same access to the common entrances, areas and amenities as the occupants of the market-rate housing units. Further, lower-income and moderate units will not be isolated to a building, a specific floor, or an area on a specific floor.
- The 42 lower income units include two extremely low, two very low, and 38 low-income units comprised of (8) studio, (25) 1 bedroom (BDs), (6) 2BDs, and (3) 3BDs ranging from 480 square feet (sf) to 1,296 sf.
- Due to 24% of its base zone units set aside for lower income, the Project qualifies for a 50% density bonus with three concessions [Govt Code §65915(f)(1)]. The additional 86 market rate units help subsidize the costs to develop 85 affordable units. The total number of apartment rental units including density bonus units is 259.
- The 259 rental units include (18) Micro, (68) studios, (116) 1BDs, (46) 2BDs and (11) 3BDs ranging from 400 sf to 1,520 sf, with an average unit size of 764 sf.
- Project provides much needed housing for Del Mar in all income ranges, including households with moderate, low, very low, and extremely low income and gives equitable access to coastal resources,. The project provides 78% of the City's need for 54 lower income units on vacant sites in the 6th Cycle and well over 100% of the City's moderate income RHNA need.
- Achieves the spirit of the California Coastal Commission's Statewide Interpretive Guidelines on Affordable Housing in the Coastal Zone, dated May 5, 1981: "Meaningful access to the coast requires housing opportunities as well as other forms of coastal access... If the coast is not to exclude the less affluent members of society and become an exclusive enclave of the wealthy, affordable housing must be protected, encouraged, and, where feasible, provided."
- Project includes:
 - Public park operated by Seaside Ridge with ample vertical/lateral public access around the property including two vertical accessways to the property's bluff frontage, a 50'-0"-wide lateral blufftop accessway, and 25 onsite public parking spaces. The lateral blufftop access is designed to ensure lateral blufftop access to the general public remains in the event of extreme coastal hazards.
 - Public access signage throughout property including wayfinding, regulatory (e.g., park open sunrise to sunset), and educational.

- Increased blufftop setbacks above and below grade structures that meets a minimum factor of safety of 1.5 (FS 1.5) and 1.1 for static and pseudostatic conditions, respectively. An additional 33 feet was added to the blufftop setback to account for bluff retreat from projected erosion over the life of the project. The additional 33 ft setback considered an accelerated erosion rate due to projected sea level rise using a conservative, low probability of occurrence scenario. An additional setback was added to the above calculation for consistency with Chapter 3 of the Coastal Act, to accommodate for coastal hazards, and to ensure sufficient lateral blufftop public access is maintained over the Project's life. As such, the Project includes a FS 1.5 + 33 feet, plus an additional minimum 95-foot setback for below-grade structures (bluff to parking garage) and FS 1.5 + 33, plus an additional minimum 17-foot setback for above-grade structures (bluff to first grouping of above-grade structures). The first westernmost grouping of above-grade structures is designed such that removal is possible in the event of extreme coastal hazards.
- Design assuming no reliance on shoreline devices (e.g., seawalls, revetments, rip-rap barriers, etc).
- Onsite irrigation and meteoric water collected via storm drain system and conveyed easterly away from the bluff. Since there will be an increase in impervious surfaces on the property (e.g., buildings, flatwork, etc.) compared to the existing condition, surface infiltration of water and the potential adverse effects of those conditions on bluff stability will be greatly reduced. Implementation of drought-tolerant vegetation in the Project's landscape plan with minimal irrigation is provided.
- Voluntary public access easements, deed restriction, and notice to be recorded on the property's title to further protect coastal resources in compliance with the Chapter 3 of the Coastal Act and the City's Local Coastal Program:
 - 1) Offer to voluntarily record two public access easements on title as follows:
 - 10-foot-wide irrevocable offer of dedication for public access, passive recreational uses, and continual public access path dedicated to the City of Del Mar. The dedication alignment is generally north-to-south along the bluff frontage at the westerly portion of the site. Said dedication may migrate landward over time in the event the top and toe of the coastal bluff migrates.
 - 10-foot-wide revocable offer of dedication for temporary public access, passive recreational uses, and continual public access path dedicated to the City of Del Mar. The dedication alignment is generally east-to-west between Camino del Mar and the coastal bluff to align near the northern boundary of the site. The termination of said dedication may migrate landward over time in the event the top of the coastal bluff migrates. The dedication is

temporary until such time lateral north-south blufftop access is established to the north vertical accessway at the terminus of Border Avenue and to the south at the James Scripps Bluff Preserve Trail. Said temporary dedication shall automatically terminate upon the adjacent property owner's future dedication of the permanent public access.

2) Offer to voluntarily record a notice on title that:

- Identifies the property is located in the certified Del Mar Local Coastal Program Coastal Bluff Overlay Zone, is located in an area identified to be hazardous or may become hazardous in the future, and that the property is potentially vulnerable to erosion and other hazards influenced by sea level rise.
- Acknowledges owner responsibility for maintenance and repair of drainage and erosion control systems pursuant to a detailed maintenance program.
- Acknowledges to provide notice of (a) and (b) shall be provided in all real estate disclosures.

3) Offer to voluntarily record a deed restriction on title that:

- Forfeits all rights to future installation of shoreline protection devices, unless otherwise permitted by the City of Del Mar or ordered by a regulatory agency or a court of competent jurisdiction.

4) Offer to voluntarily include the following as conditions in the entitlement:

- Property owner acknowledges and agrees to assume the risks of injury and damage from such hazards in connection with the permitted development.
- Property owner agrees to unconditionally waive any claim of damage or liability against the City of Del Mar and California Coastal Commission, its officers, agents, and employees for injury or damage from such hazards.
- Property owner agrees to indemnify and hold harmless the City of Del Mar and California Coastal Commission, its officers, agents, and employees with respect to approval of the project against any and all liability, claims, demands, damages, costs (including costs and fees incurred in defense of such claims), expenses, and amounts paid in settlement arising from any injury or damage due to such hazards.

- 449 vehicular parking stalls comprised of 25 onsite public spaces, 316 onsite resident spaces, 65 onsite guest parking spaces, and 43 additional surplus spaces to ensure onsite parking capacity is maintained and on-street access to nearby coastal resources is protected. Due to the Project's vehicular and emergency access requirements to Camino del Mar, six on-street parking spaces will be removed and replaced onsite at a 4:1 ratio (25 public spaces proposed). As designed, the Project does not request the use of reduced parking ratios under State Density Bonus allowances [Govt Code §65915(p)(1)].
- Adherence to nearly all objective design standards in the City's certified Housing Element Implementation Overlay Zone (HEI-OZ), including an average unit size less than 1,000 sf in the Project (average of 764 sf proposed). An elevator for use by the general public and residents is required in the front yard setback to provide mandatory ADA access to the site, with buildings setback ten-feet from the front property line (concession requested to reduce setback).
- Nine buildings comprised of single and two-story up to four stories, with one five-story section exposed, over a parking podium/garage consisting of three levels. Overall massing is broken down into multiple, smaller buildings set in a framework of public spaces to provide scale transitions and human-scale experiences. Buildings and site designs with an open-air environment with ample coastal view corridors shared by visitors, residents, and the general public. Fire lane access is provided around and through the site.
- Building heights range from 24 feet up to a maximum height of 56 feet on the east portion of the site, measured to the top of mechanical equipment screening and existing/finished grade, whichever is lower. Buildings are terraced from west to east to provide a scaled visual transition from the coast inland. Taller buildings are clustered to the center and east portions of the site.
- Architectural designs and landscape features are sensitively designed to Del Mar and include colors, materials, and details that draw from and enhance the natural oceanfront setting.
- 235,002 sf (0.78 FAR) of residential space above a 161,257 sf, three-level underground parking podium (0.54 FAR), for a total square foot development of 396,259 sf (total FAR of 1.32).
- Lot coverage of 112,546 sf (37.4%).
- Public improvements for required access to Camino del Mar in order to facilitate ingress and egress to the Project, public and ADA access via an elevator and walkway at Project Site frontage, and public safety improvements for pedestrians, bicycles, and vehicles. Six on-street public parking spaces will be removed and replaced onsite and public street improvements will be made at two locations on Via de la Valle at Cedros Avenue and Valley Avenue. Additionally, grading, retaining walls, hardscape, landscaping, a vehicle bridge for continued access to the neighboring property at

101 Border Avenue, utility and stormwater connections will be included west of the developed Camino del Mar roadway and in the public right-of-way. As described in the Project’s Transportation Analysis, traffic improvements include:

- 1) Camino Del Mar / Project Driveway: Provide an exclusive southbound right-turn lane, a northbound left-turn lane and associated intersection improvements.
- 2) Via De La Valle / Cedros Avenue: Install a traffic signal at the Via De La Valle / Cedros Avenue intersection and hardwire coordinate the signal with the Highway 101 / Via de la Valle intersection.
- 3) Via De La Valle / Jimmy Durante Boulevard (Valley Avenue): Provide an exclusive westbound right-turn lane at the Via De La Valle / Jimmy Durante Boulevard intersection and a westbound bike lane (between the right turn lane and the through lane).

- Seaside Ridge adds units to every category of the City’s 6th Cycle RHNA requirement as follows:

Income Category	6 th Cycle RHNA Need	Proposed Project
Extremely Low Income (0-30% AMI*)	18	2
Very Low Income (30-50% AMI)	19	2
Low Income** (51-80% AMI)	64	38
Moderate Income (81-120% AMI)	31	43
Above Moderate Income (Above 120% AMI)	31	174

*Area Median Income (AMI) in 2022 for San Diego County is \$106,900

(<https://www.sandiegocounty.gov/sdhcd/rental-assistance/income-limits-ami/>).

**Does not include an additional 12 carryover units from the 5th Cycle.

- The Project’s vacant parcels are identified in the City’s adopted 6th Cycle Housing Element as candidate housing sites (sites 1e and 1f in North Bluff Border Avenue Properties) to meet at least 54 of the 101 units assigned to the meet the City’s lower income RHNA need on vacant parcels. As such, the subject candidate sites will be administratively rezoned into the City’s HEI-OZ to a range of 20 to 25 dwelling units per acre, with ‘by-right’ approval required for any project with 20 percent low-income housing to fulfill the city’s lower income need on vacant parcels. The Project includes 24% of its base zone units (based on 25 units per acre) for lower-income households, with an additional 25% of its base zone units for moderate-income households for a total of 49% if its base zone units set-aside for affordable housing.

To-date, the City's 6th Cycle Housing Element has been adopted locally as part of the City's Community (General) Plan but has not received certification by the State of California Department of Housing and Community Development (HCD). Seaside Ridge is a housing development project processed pursuant to AB 1398 with at least 49% of its base zone units designated for lower income and moderate income households (Govt Code §65583(g)(4)).

- Project includes the following requests under State Density Bonus law:
 - Project requests a 50% density bonus by providing 24% of the base zone units for lower-income (42 units), resulting in 86 density bonus units.
 - Project qualifies for three concessions as summarized below. Concessions result in identifiable and actual cost reductions to a project that allow for the development of affordable housing.
 - 1) Increase in maximum lot coverage from 20% to 37.4% [DMMC §30.10.070(C)(4)]. This concession allows the development to spread across the site with lower heights, while still maintaining sufficient bluff setbacks, in lieu of development with greater heights and added infrastructure costs.
 - 2) Decrease in vehicle stall depth from 20 ft to 18 ft for parking stall layouts [DMMC §30.80.060(A)(1)-City Parking Lot Layout Standards]. This concession allows the development to provide a utilize adequate stall sizes in parking lots/garages and reduces the need to expand the subterranean parking garage laterally with added development costs.
 - 3) Reduction in the minimum front yard setback from 20 feet to 0 feet [DMMC §30.10.070(C)(1)(a)] for an ADA accessible elevator and associated infrastructure and 20 feet to 10 feet for east building in compliance with the HEI-OZ [DMMC §30.92.040(B)(1)(a)]. This concession allows the development of a mandatory ADA accessway to the project site due to onsite grade and path of travel, thereby reducing the need to create an engineered system of ramps at maximum ADA slope, and allows the east building to spread into the setback by 50%, while still maintaining fire access requirements in the site, in lieu of having to develop another story on the building with added infrastructure costs to relocate the units.
 - Project requests four waivers from City development standards. Waivers provide necessary relief from development standards that would otherwise physically preclude the development of affordable housing as part of an overall project.
 - 1) Increase in maximum building height from 14 feet (BSC-OZ) to a maximum height of 56 feet (which includes shielding of mechanical units on rooftops) [DMMC §30.10.070(C)(2), §30.10.080, §30.52.080(A), §30.86.110(A)]. This waiver provides relief from a City development standard that would physically precludes the development of the project and associated affordable units.

- 2) Increase the maximum FAR from 0.125 (R1-40) to 1.32 (separated between a 0.78 FAR for residential development and 0.54 for parking garages) [DMMC §30.10.070(C)(3)]. This waiver provides relief from a City development standard that would physically preclude the development of the project and associated affordable units.
- 3) Increase in maximum number of stories above grade from two (R1-40) to five (on average three or less) [DMMC §30.86.110(A)]. This waiver provides relief from a City development standard that would physically preclude the development of the project and associated affordable units.
- 4) Allowance for construction on steep slopes within the public right-of-way to facilitate required vehicle and pedestrian ingress/egress to the public street (Camino del Mar), as-needed utilities, and improvements for continued access to adjacent property. Steep slopes are not located onsite but immediately east of the Project site in the public right-of-way location. As such, the steep slopes are not located in the respective R1-40 zone, BSC-OZ, or HEI-OZ. However, in the event the City considers its restriction on steep slope development applies in the City's right-of-way, there is no feasible alternative siting which eliminates or substantially reduces the need for such construction or grading. Construction on steep slopes is minimized to the greatest extent feasible commensurate with preserving the physical characteristics of the site [DMMC §30.52.060(A)(1-5), §30.92.040(B)(1)(c), §30.92.050(F)]. This waiver provides relief from a City development standard that would physically preclude the development from providing required vehicle and pedestrian access between the Project site and the public street (Camino del Mar), including ADA and emergency access, as-needed utilities, and improvements for continued access to the adjacent property at 101 Border Ave. The improvements would be constructed in a manner to minimize the improvements to the greatest extent feasible.