



THE CITY OF SAN DIEGO

REPORT TO THE PLANNING COMMISSION

DATE ISSUED: July 3, 2008 **REPORT NO. PC-08-078**

ATTENTION: Planning Commission, Agenda of July 17, 2008

SUBJECT: POINT LOMA TOWNHOMES - PROJECT NO. 115083
PROCESS FIVE

REFERENCE: REPORT NO. P-06-200 (Community Plan Amendment Initiation)

OWNER: Dean Wilson Living Trust and Axiom Shelter Island, LLC.

APPLICANT: Rand Wassem, Prism Investments, Inc.

SUMMARY

Issue: Should the Planning Commission recommend City Council approval of the Point Loma Townhomes project consisting of a mixed-use condominium development (47 for-sale residential units, 3 commercial units) located at 1275 Scott Street, within the Peninsula Community Planning Area?

Staff Recommendation:

1. Recommend that the City Council **Certify** Mitigated Negative Declaration No. 115083; and
2. Recommend that the City Council **Approve** amendments to the General Plan, the Peninsula Community Plan and the Local Coastal Program No. 390318; and
3. Recommend that the City Council **Approve** Coastal Development Permit No. 388140; and
4. Recommend that the City Council **Approve** Site Development Permit No. 388141; and
5. Recommend that the City Council **Approve** Planned Development Permit No. 561515; and



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6. Recommend that the City Council **Approve** Tentative Map No. 388142.

Planning Commission Recommendation: On June 29, 2006, the Planning Commission voted 5-1-0 to approve initiation of the Community Plan Amendment which identified a number of issues to be considered during the project review phase [Attachment 11].

Historical Resources Board Recommendation: On July 24, 2008 the Historical Resources Board will consider the project application and will provide a recommendation to the Planning Commission regarding the approval of the project and adoption of the mitigation measures. The Board's recommendation will be provided to the Planning Commission at the August 7th hearing.

Community Planning Group Recommendation: On February 21, 2008, the Peninsula Community Planning Group voted 6-4-1 to recommend approval of the project as proposed [Attachment 16].

Environmental Review: A Mitigated Negative Declaration No. 115083 has been prepared for the project in accordance with State of California Environmental Quality Act (CEQA) guidelines. A Mitigation Monitoring, and Reporting Program (MMRP) has been prepared and will be implemented for the following areas: Historical Resources (Archaeology), Public Health and Safety, and Historical Resources (Designated Historic site).

Fiscal Impact Statement: All costs associated with the processing of this project are paid from a deposit account maintained by the applicant.

Code Enforcement Impact: None with this action.

Housing Impact Statement: The proposed Community Plan Amendment would re-designate the project site from Industrial (fishing/marine-related) to Commercial with a density yield of up to 29 dwelling units per acre, which would allow a maximum of 47 units on the site where 48 are currently permitted by the underlying zone. The proposed project would develop 47 residential townhome units and three commercial spaces on approximately 1.65-acres, would meet the maximum density for the site, and would provide residential dwelling units where three currently exist. The project would result in a net gain of 44 for-sale residential units to the Peninsula Community Planning Area.

BACKGROUND

The 1.65-acre site is located at 1275 Scott Street in the Roseville/Shelter Island area of the Peninsula Community Plan and Local Coastal Program Land Use Plan Area, within the North Bay Redevelopment Project Area [Attachment 1]. The site is bounded by Carleton Street to the south, Dickens Street to the north, Scott Street to the west, and the Kettenburg Landing project within Port Tidelands to the east, and San Diego Bay is further east [Attachment 2]. The project site involves three parcels at the following addresses: 1273 Scott Street (APN 531-353-0300), 1271 Scott Street (APN 531-353-0100), and 2810 Carleton Street (APN 531-353-0200).

The Peninsula Community Plan designates the project site as Industrial (Commercial Fishing Marine-Related). The project is also located within the Community Plan Implementation Overlay Zone, Coastal Overlay Zone (Appealable), Coastal Height Limit Overlay Zone and Parking Impact Overlay Zone. In addition, the project site was designated as Historical Resources Board (HRB) Site #855 by the HRB on February 28, 2008, under HRB Criterion A, for the Kettenburg Boat Works, which is a significant contribution to San Diego's maritime history, and HRB Criterion B, for its association with the Kettenburg family. The site is currently occupied by three commercial fishing/marine-related businesses, parking and a large marine boat storage area. It is surrounded by commercial, multifamily residential, and marine-related industrial land uses [attachment 3]. The project proposes a community plan amendment to re-designate the site to Commercial. On June 29, 2006, the Planning Commission initiated the proposed amendment to the Peninsula Community Plan.

The project site is within the CC-4-2 zone, Commercial – Community. This zone allows for community-serving commercial services, retail and residential uses with a range of development including pedestrian-friendly commercial streets. Residential development within this zone is governed by the RM-2-5 zone except that the lot area, lot dimensions, setback, FAR, and structure height requirements of the CC-4-2 zone apply. The maximum permitted density is one dwelling unit per 1,500 square feet. The maximum Floor Area Ratio (FAR) is 2.0 and the height limit is controlled by "Prop D" and limited to 30 feet.

The project site currently contains one and two story buildings, storage area, yard, and surface parking lots. The existing buildings on site are as follows: 1273 Scott Street (2,400 square-foot, two story bldg on Dickens corner) is leased by Aquarius Yacht Services who subleases a portion of the building to Randall Berg Yacht Brokerage (who has expanded into a trailer in the parking lot), and a massage therapist. 1273-B Scott (12,500 square-foot yard & building) is also leased to Aquarius Yacht Services for its golf ball retrieval operation who subleases one of the sheds to North Shore Canvas. 1271 Scott Street (1,450 square-foot, two story bldg on Carlton corner): the building's first floor, yard and parking area is leased to Dinghy Doctor, with one apartment on the second floor. 2810 Carleton (3,800 square-feet) is leased to Village Marine Tec (temporarily, while they add-on to their building at 2820 Shelter Island Drive) and contains two apartments upstairs. 2815 Dickens (30,000 square-foot open yard) is leased to Dinghy Doctor and is operated as a storage yard.

The project site was designated as local historical landmark #855 on February 28, 2008. Only the site was designated and that designation excluded all structures on the property. The historical significance of the site will remain with the proposed project. The proposed project will include a plaque and an interpretive story board commemorating the Kettenburg family's contribution to the nautical history of Shelter Island.

DISCUSSION

Project Description:

The Point Loma Townhomes project proposes an amendment to the Peninsula Community Plan and Local Coastal Program to redesignate the subject site from Industrial (fishing/marine-related)

to Commercial, which would include the following: the demolition of three (3) two-story commercial structures and associated accessory structures, and the construction of four (4) two-story and one (1) three-story buildings consisting of 47 residential town homes (condominium units), and three (3) street-level commercial condominium units, above one level of subsurface parking. The proposed townhomes would include 2 one-bedroom units, 14 two-bedroom units and 31 three-bedroom units. The project provides three commercial units, two at the street level fronting Scott Street, (approximately 815 and 930 square feet) and a larger corner unit (1,475 square feet) on the northeast corner of the project, adjacent to the Kettenburg Landing project within Port Tidelands. The project proposes 80,044 square feet of new living area, 3,219 square feet of new commercial / retail, and 141 partially below grade parking spaces and miscellaneous areas (60,747 square feet).

Required Approvals:

The project as proposed would require the following discretionary approvals:

- A General Plan, Community Plan and Local Coastal Program Amendment to redesignate the subject site from Industrial (fishing/marine-related) to Commercial Land Use;
- A Tentative Map to create 47 residential condominiums and 3 commercial condominiums;
- A Coastal Development Permit for development in the Appealable Area of the Coastal Overlay Zone per SDMC Section §126.0707(b);
- A Site Development Permit (SDP) for development within the "Type B" area of the Community Plan Implementation Overlay Zone per SDMC Table 132-14B; and for substantial alteration or demolition of a designated historical resource, per SDMC Section §143.0210(e)(2)(c).
- A Planned Development Permit to deviate from the ground floor restriction of the CC-4-2 zone.

The required approvals must be considered by the Planning Commission for a recommendation prior to a final decision by the City Council.

Municipal Code and Issues Analysis:

Density

The 1.65-acre project site meets the density of the zone which allows for one dwelling unit for each 1,500 square feet of lot area. Therefore, the 72,027 square-foot project site would allow up to 48 units where 47 are proposed. The proposed project would yield a medium density of 29 dwelling units per acre, within the 15-29 du/ac range identified for multi-family development in the community plan which is consistent with the maximum density allowed by the underlying CC-4-2 zone.

Open Space

As required by the San Diego Municipal Code Section §131.0540(d), residential development in a commercial zone is regulated by the RM zone except that the lot area, lot dimensions, setback, FAR, and structure height requirements of the CC-4-2 zone shall apply. As such, the project is subject to, and meets the requirements of the RM-2-5 zone. No rezone is proposed. The RM-2-5 zone specifies requirements for safe residential redevelopment in commercial zones and includes requirements for both private open space and common open space area. The project has demonstrated conformance with this requirement by providing a total of 11,081 square feet of private exterior usable open space, and 18,826 square feet of common open space. The required exterior open space includes outdoor patios with furniture, water features, enhanced paving, and barbeque facilities.

Floor Area Ratio

The project is subject to a maximum Floor Area Ratio (FAR) of 2.0, or 144,054 square feet. The project proposes 80,044 square feet of living area, 3,219 square feet of new commercial space, and 60,747 square feet of subsurface garage and miscellaneous areas in accordance with SDMC Table 131-05E. The project has demonstrated conformance with this requirement providing a FAR of 1.99, calculated as 144,010 square feet.

Setbacks

The new construction is subject to the SDMC requirements for setbacks of the CC-4-2 zone which specifies setbacks of zero or 10 feet on the rear with no minimum sides or front setback. The project is proposing zero front, 10' rear, and zero side along Dickens Street and Carleton Street.

Height

The project meets the 30-foot coastal height limit restrictions. In accordance with Building Newsletter 2-2, the Coastal "Prop D" Height is measured to the highest point of the roof, equipment, or any vent, pipe, antenna or other projection to the base of measurement. When the elevation of the highest adjoining ground surface within a 5-foot horizontal distance of the exterior wall of the building is not more than 10 feet above the lowest adjoining ground surface within a 5-foot horizontal distance of the exterior of the building, the base of measurement is taken from the highest adjoining finished surface.

The elevation differential for this project is less than 10 feet; therefore, the base of measurement for this project is taken from the highest adjoining finished surface (16.34' MSL). This measurement yields a height of 30.0 feet.

The zoning plumb height is measured differently than the Coastal Height. Zoning height is measured from the top of the highest point of the roof, equipment, or any vent, pipe, antenna or other projection to the lower of proposed or existing grade directly below. Measured in accordance with SDMC 113.0270, the highest zoning plumb height for this project is 39 feet. It should be noted that the maximum allowable zoning height for the zone in which the project site

is located (CC-4-2) is 60 feet. Therefore, the project complies with both the Coastal "Prop D" height and the zoning height requirements.

Deviation to ground floor requirements

As a component of this project, a deviation from the ground floor restriction of the CC-4-2 zone is requested. SDMC 131.0540(c) prohibits residential use and residential parking on the ground floor in the front half of the lot. The proposed partially submerged garage is considered the ground floor and provides residential parking in the front half of the lot. The project therefore deviates from the ground floor restriction outlined in SDMC 131.0540(c).

The intent of the regulations is to avoid visible asphalt vehicle parking fields and street scenes that appear dormant during daylight hours and to further enhance opportunities for public enjoyment of the coastal zone. The Point Loma Townhomes eliminates the undesirable visual elements by proposing an alternative design with street level commercial development as both commercial and residential parking is below grade and not visible from public street. The proposed project allows the achievement of an imaginative and innovative combined project with the immediately contiguous Kettenburg Landing redevelopment and its substantial public benefit

Coastal Access and View Protection

The Peninsula Community Plan and Local Coastal Program Land Use Plan implements California Coastal Act policy at the local level, including visual and physical access to the coast. The Peninsula Community Plan identifies a coastal view extending easterly from Rosecrans Street to San Diego Bay from Garrison St. to Shelter Island Dr. This view is available to pedestrian and vehicular passengers from Rosecrans Street at every intersection starting from Shelter Island Drive to Garrison Street. However, the coastal view from Rosecrans Street directly east has been obstructed by multi-story development along Scott Street. The proposed project would not impact these identified coastal views from Rosecrans Street in the community plan.

The proposed project also enhances the public coastal access that will be created with the adjacent Kettenburg Landing proposal on Port Tidlands by providing an enhanced public right of way and pedestrian interest through the commercial component of the planned mixed-use development.

Transportation and Circulation

Scott Street is classified as a major road in the Peninsula Community Plan. The plan identifies Scott Street as one of the major streets in the community that have seen significant increases in traffic. A recommendation in the Transportation and Shoreline Access element of the community plan states, "Scott Street, between North Harbor Drive and Talbot should be designed to incorporate a priority for pedestrian crossings east-west for better safety, maintain traffic flow and improve overall aesthetic design. The design should be integrated into the overall redevelopment of the Roseville area." However, a pedestrian crossing cannot be provided at an unprotected intersection, which includes the intersections of Carleton Street and Dickens Street

with Scott Street. A protected intersection would be one having a stop sign or stop light/signal. The applicant is proposing to realign the curb along the Scott Street frontage of the subject site with the block to the immediate south (from Carleton Street to Shelter Island Dr.) and add a south bound left turn pocket from Scott Street onto Carleton Street. Analysis by transportation/traffic engineering staff indicated that traffic on Dickens Street did not merit a stop sign or signal. In addition, the applicant is proposing to eliminate all curb cuts on the Dickens Street frontage, thereby further enhancing the pedestrian orientation along that right-of-way.

The subject site is within the Beach Impact Area, which is one of three areas within Peninsula most seriously impacted by traffic and parking from beach users and other visitors to the coastline. Parking standards within the Beach Impact Area are stricter than for the Peninsula area at large. The Beach Impact Area also requires that parking facilities be designed to be compatible with pedestrian circulation and screened from public view. The proposal, which features subsurface podium style parking, complies with these provisions.

The proposal for 47 townhomes would not generate enough average daily trips to warrant a traffic study, however, the proposed development meets the stricter standards identified in the Beach Impact Area.

The subject site would be adjacent to transit. Rosecrans Street is served by Route 28 bus service.

Geology

The project site is located within geologic hazard zones 31 and 52. Zone 31 is characterized by high potential for liquefaction, shallow groundwater, major drainages, and hydraulic fills. Zone 52 is characterized by other level areas, gentle sloping to steep terrain with favorable geologic structure, low risk. A Supplemental Geotechnical Evaluation was prepared by GeoSoils, Inc., dated May 23, 2007 and Geotechnical Update by GeoSoils, Inc., dated May 23, 2007, addressing the project was reviewed by City Geology staff. Based on that review, the geotechnical consultant has adequately addressed the soil and geologic conditions potentially affecting the proposed project for purposes of the Coastal Development Permit, Site Development Permit and Tentative Map.

Environmental Analysis

A Mitigated Negative Declaration No. 115083 has been prepared for the project in accordance with State of California Environmental Quality Act (CEQA) guidelines. A Mitigation, Monitoring and Reporting Program (MMRP) has been prepared and will be implemented for the following areas: Historical Resources (Archaeology), Public Health and Safety, and Historical Resources (Designated Historic site).

Historical Resources (Archaeology) – The project site is located in an area with a high potential for subsurface archeological resources. The project would export approximately 3,438 cubic yards of cut at a depth of up to seven feet. Due to the quantity of cut and the potential to impact archaeological finds on-site, archeological monitoring would be required during grading. In the event that such resources are discovered, excavation would be halted or diverted, to allow recovery, evaluation, and recordation of materials. A Mitigated Negative Declaration dated July

3, 2008, has been prepared for this project in accordance with State CEQA guidelines, and a Mitigation, Monitoring and Reporting Program is required for Archaeological Resources to reduce any potential impacts to below a level of significance.

Historical Resources (Designated Historic Site) - A Historical Resources Evaluation Report was prepared for the project by the office of Marie Burke Lia, which concludes that the site, exclusive of the structures located at 1271 Scott Street and 2810 Carleton Street, is significant under Historical Resource Board (HRB) Criteria A and B. The designation of the Kettenburg Boat Works site was considered by the HRB on February 28, 2008. The site, exclusive of the structures, was designated as HRB Site #855 under HRB Criterion A, as a special element of San Diego's maritime history for its former use in the Kettenburg boat design and manufacturing operations; and under HRB Criterion B for its former association with the Kettenburg family and partners for that purpose. At the hearing the Board acknowledged that the structures on site were built toward the end of the Kettenburg Boat Works operation and have a limited association with the historically significant operations and individuals, thus the exclusion of those structures from the designation. In response to the Board's suggestion during the designation hearing, the proposed project will include a plaque and an interpretive story board detailing the history of the site and commemorating the Kettenburg family's contribution to the nautical history of San Diego.

Airport Compatibility

During 2007, the Airport Land Use Compatibility Plan Technical Advisory Group (ATAG), subcommittee for San Diego International Airport (SDIA) met a limited number of times to discuss potential policies for the Airport Land Use Compatibility Plan update for SDIA. The Airport Authority has placed Airport Land Use Compatibility Plan (ALUCP) for SDIA discussion on hold until the other ALUCPs in the county have been completed. The Airport Authority anticipates that a draft ALUCP for SDIA could be available by the fall of 2009. The draft ALUCP will include the noise contours from the recently approved Airport Master Plan. The proposed project would be located outside the 60 decibel Community Noise Equivalent Level (CNEL) from the 2030 projected noise contours in the Airport Master Plan, but could be subject to overflight. While the specific safety zones have not been discussed by the ATAG, it is unlikely that the proposed project would be affected by the safety zones given the location of the proposed project.

Community Plan Implementation Overlay Zone

The proposal is within the Roseville Community Plan Implementation Overlay Zone (CPIOZ) identified in the Peninsula Community Plan, which contains recommendations for urban design, building placement, pedestrian orientation, architectural features and landscaping, as well as direction regarding architectural 'themes' in the Roseville commercial area. The proposal implements the CPIOZ requirement that at least 40 percent of the area of all new or redeveloped first-story street walls in commercial buildings should be devoted to pedestrian entrances, display windows or windows affording views into retail, office, gallery or lobby space. Architectural features include vertical offsets, views into commercial/retail space and pedestrian enhancements

including: outdoor patios, enhanced paving and street furniture. The applicant refers to the design in the following terms: “The building incorporates vertical forms utilizing a composition that alludes to the rhythm created when walking down a dock that has rows of boats and yachts moored along side. The shed roofs are thin and airy, ready to be carried on the wind like a sail. The upper curved parapets mimic actual sail shapes. The lower curving patio and stair walls are a reference to ocean waves. The building materials incorporate wood beams and siding under the shed roof projections, which have a highly abstract Polynesian nature. There are metal canopies and awnings throughout the project. A variety of the wall planes are sheathed in copper shingles, a nautical material prevalent near water and on boats.” The proposal will include a plaque commemorating the Kettenburg family’s contribution to the nautical history of Shelter Island.

The proposal also includes landscaping involving street trees along Scott Street, Carleton Street and Dickens Street that implement both CPIOZ requirements and the Street Tree Districts identified in the Peninsula Community Plan for Carleton Street, Dickens Street and Scott Street, while simultaneously enhancing pedestrian orientation and activity in the area. The street trees are located in a five foot wide planter area adjacent to the curb to enhance the pedestrian experience. Primary vehicular access is from Carleton Street, a side street of the project, also consistent with CPIOZ.

Community Plan Analysis:

The proposed project is the redesignation of a 1.65-acre site from Industrial (fishing/marine-related) to Commercial. The project site, located in the Peninsula Community Planning area, is also within the North Bay Redevelopment Project Area. The Commercial Designation would facilitate the construction of a mixed use project with 47 townhome residential units, and 3 commercial spaces. The commercial land use designation would also be consistent with the underlying community commercial CC-4-2 zoning.

The subject site is surrounded by commercial development to the north, west and south, multifamily residential, and marine-related commercial and industrial uses to the east. The Peninsula Community Plan identifies this area as a “transitional area”, where gradual commercial development and redevelopment is ongoing. The proposed mixed-use project could be compatible with the existing commercial, marine-related and residential uses adjacent to the subject site and in the immediate neighborhood. The proposed project would also implement a number of goals and recommendations of the City of San Diego General Plan and the Peninsula Community Plan.

The Economic Prosperity Element of the City of San Diego General Plan accounts for the various roles of adopted land use designations in community plans and provides a policy framework for evaluating the future role of currently designated industrial land. The strategy is to evaluate and preserve critically located base sector areas while allowing consideration of conversion or mixed-use of industrial land if it is not critical to the City’s or region’s base-sector employment goals. Examples of base-sector industries include the functions of manufacturing, research and development, assembly, etc., and related administrative functions. Base-sector industries are supported by activities such as warehouse distribution, heavy or light

manufacturing, and research and development uses in prime industrial lands.

The existing Industrial Designation is not consistent with the current commercial zone and does not reflect the existing commercial use. The Industrial designation does not support the City's or region's base-sector employment, and is not considered Prime Industrial land. Further, the property satisfies the Collocation/Conversion Suitability Factors outlined in the City of San Diego General Plan, Appendix C, EP-2. Specifically, the area is unattractive to manufacturing, research and development, wholesale distribution, and warehousing uses; the site is located within 500 feet of existing public transit; the site is not located adjacent to prime industrial lands; the re-designation of the site to Commercial would provide housing and employment opportunities; commercial facilities are in close proximity; the site would not be incompatible with policies of the Airport Land Use Compatibility Plan; the site would not present significant incompatibilities regarding truck traffic, odors, noise, safety, or other environmental effects; public facilities are available to support the proposed re-designation; and there is an adequate separation between the proposed use and sources of hazardous or toxic air contaminants or substances, although the San Diego Regional Air Quality Management District (SDRAQMD) reported two violations within one-quarter mile of the subject site within the past year.

The conversion of marine-related use to residential and/or commercial use is a main concern of the California Coastal Commission. Commercial and residential uses have encroached into the Shelter Island and Roseville neighborhoods of Point Loma, and have severely curtailed on-site uses. Presently the site is used primarily for boat storage which is a commercial use and not water dependent, and no longer directly supports commercial fishing and other marine-related uses. An analysis of the site included inventories of existing land uses and a market analysis which concluded that such a conversion will not result in a net loss of the industrial marine-related uses in the community. The analysis, prepared by Economic Research Associates in 2006, was corroborated by independent analysis conducted by staff. Specifically, the Analyses of the Business Activity in the Point Loma Study Area by the North American Industrial Classification System (NAICS) concludes that the trend analysis of the composition of the Study Area's business activity over time does not indicate that specific marine-related activity is diminishing. Moreover, there are no findings indicating that the Study Area's business activity has been transitioning to non-related marine-uses for the period beginning in the year 2000 as compared to the year 2008 (Attachment 20). Therefore, the proposed redesignation from Industrial to Commercial will not have a negative impact on marine-related uses.

The Land Use and Community Planning Element implements the City of Villages Strategy. The Point Loma area has not been designated as a potential village site, however, the area functions as a Community and Neighborhood Village Center. The area provides local commercial, office, and multifamily residential uses, including some structures with office or residential use above commercial space, and public gathering spaces and civic uses. The proposed re-designation would facilitate the construction of a mixed-use project that would encourage transit ridership and provide a pedestrian-oriented design.

The Urban Design Element is based on the guiding principles of directing growth into commercial areas where a high level of activity already exists, and building upon our existing

communities. The core values related to urban form include a compact, efficient, and environmentally sensitive pattern of development; and the physical, social, and cultural diversity of our City and its neighborhoods. The proposed re-designation would facilitate the construction of a mixed-use project in a commercial area where a high level of activity already exists, and provide a compact, efficient and environmentally sensitive pattern of development. Also, the project would provide a high level of architectural articulation, connectivity to public spaces and coastal resources, and increased pedestrian orientation.

The Conservation Element contains policies to guide the conservation of the resources that are fundamental components of San Diego's environment, and are relied upon for continued economic prosperity. Sustainable conservation practices help ensure that future generations will also be able to use and enjoy these resources. Goals include reducing the City's overall carbon dioxide footprint by improving energy efficiency, increasing use of alternative modes of transportation, and employing sustainable design techniques. The proposed structure would be located in close proximity to transit lines, and would incorporate a number of sustainable features, such as recycleable collection areas, energy efficient appliances, and shade trees and drought tolerant vegetation.

The Peninsula Community Plan Urban Design Element includes the goals of upgrading the physical appearance of the commercial area in Peninsula, and preserving and enhancing views of the bay and ocean. The subject site lies within the Community Plan Implementation Overlay Zone (CPIOZ) for the Roseville neighborhood of Peninsula. The proposed project would enhance the pedestrian activity in several ways. Beginning with building placement, it would also include transparency on first-story street walls devoted to pedestrian entrances, display windows or windows affording views into retail, office, gallery or lobby space, building articulation, nautical/historical architectural themes, and landscaping. The proposal would meet the goals of the plan and implement a number of design recommendations by respecting the scale and character of the existing development, and providing a well-articulated design.

The Peninsula Community Plan includes the overall community goals of promoting multifamily infill in areas proximate to transit lines, promoting sensitive redevelopment of a mix of commercial land uses, and enhancing and protecting physical and visual access to the bay and ocean shoreline. The proposal is a multi-family mixed-use infill project proximate to transit lines. Access to the bay would be provided via an adjacent promenade/pedestrian path along the waterfront. Therefore, the proposed re-designation would not have a negative impact on the Peninsula Community Plan, and would implement the plan's recommendations.

Planning Commission Issues and Analysis:

On June 29, 2006, the Planning Commission initiated the Plan Amendment by a vote of 5-1-0 and requested that staff proceed with an analysis of a variety of land use issues that are covered as part of this report. These items are discussed within the attachment entitled, "Planning Commission Initiation Land Use Issues" (Attachment 12)

Conclusion:

The proposed Point Loma Townhomes project and the request for an amendment to the Peninsula Community Plan and Local Coastal Program from Industrial (fishing/marine-related) to Commercial is in conformance with all applicable sections of the San Diego Municipal Code regarding the CC-4-2 Zone, as allowed through a Planned Development Permit, and would make the land use and implementing zoning consistent. Staff has determined the proposed deviation allowing residential parking in the front half of the lot will not adversely affect the General Plan, the Peninsula Community Plan or the Local Coastal Program, is appropriate for this location and will result in a more desirable project than would be achieved if designed in strict conformance with the development regulations of the applicable zone. The proposed project would implement goals in the Peninsula Community Plan regarding urban design guidelines for commercial development, in addition, the North Bay Redevelopment Plan, Port Master Plan and General Plan also support the proposed amendment for redesignation to commercial, as they identify this area for commercial use. Draft conditions of approval have been prepared for the project [Attachment 8]; and Findings required to approve the project are included in the draft resolutions [Attachment 9 & 10].

ALTERNATIVES

1. Recommend that the City Council **Certify** Mitigated Negative Declaration 115083; **Approve** amendments to the Community Plan and Local Coastal Program No. 390318; **Approve** Coastal Development Permit No. 388140; **Approve** Site Development Permit No. 388141; **Approve** Planned Development Permit No. 561515; and **Approve** Tentative Map No. 388142, **with modifications.**
2. Recommend that the City Council **Not Certify** Mitigated Negative Declaration 115083; **Approve** amendments to the Community Plan and Local Coastal Program No. 390318; **Approve** Coastal Development Permit No. 388140; **Approve** Site Development Permit No. 388141; **Approve** Planned Development Permit No. 561515; and **Approve** Tentative Map No. 388142, **if the findings required to approve the project cannot be affirmed.**

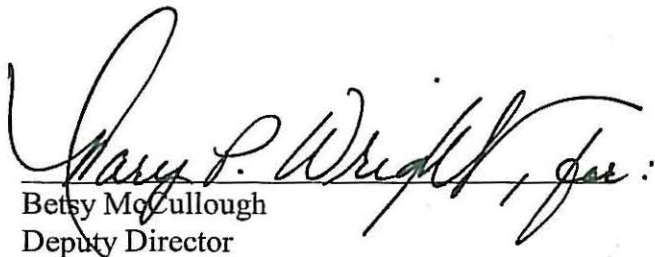
Respectfully submitted,



Mike Westlake
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Project Manager
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Betsy McCullough
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City Planning and Community Investment Department

Attachments:

1. Location Map
2. Aerial Photograph
3. Community Plan Land Use Map
4. Project Data Sheet
5. Project Site Plans and Tentative Map
6. Site Photos
7. Renderings
8. Draft Permit with Conditions
9. Draft Permit Resolution with Findings
10. Draft Tentative Map Conditions and Subdivision Resolution
11. Community Plan Amendment (CPA) Initiation Resolution
12. Staff Responses to Planning Commission CPA Initiation Questions
13. Draft Community Plan Amendment Resolution with Exhibits
14. Draft Environmental Resolution
15. Peninsula Community Plan Amendment Text and Figures
16. Peninsula Community Planning Group Minutes and Vote
17. Draft Planning Commission Recommendation to City Council Resolution
18. Police Impact Analysis
19. Ownership Disclosure Statement
20. North American Industrial Classification Standards (NAICS) Study
21. Transitional Area - Figure 4

