

**DATE ISSUED:** April 27, 2006 **REPORT NO. PC-06-115**

**ATTENTION:** **Planning Commission, Agenda of May 11, 2006**

**SUBJECT:** MISSION BREWERY VILLAS - PROJECT NO. 52078  
PROCESS FIVE

**REFERENCE:** REPORT NO. P-04-128(Community Plan Amendment Initiation )

**OWNER:** Mission Brewery Plaza Limited Partnership, Asholf Israni, President

**APPLICANT:** Pacifica Companies, Daniel Fissori

**SUMMARY**

**Issue:** Should the Planning Commission recommend City Council approval of a mixed-use transit-oriented, condominium development (89 for-sale residential, 8 commercial) located at 1815 and 1875 Hancock Street, and vacation of the adjoining Sutherland Street right-of-way, within the Midway/Pacific Highway Corridor Community Planning Area?

**Staff Recommendation:**

1. Recommend that the City Council **Certify** Mitigated Negative Declaration No. 52078;
2. Recommend that the City Council **Approve** amendments to the Progress Guide and General Plan, and the Midway/Pacific Highway Corridor Community Plan, No. 320570
3. Recommend that the City Council **Approve** Right-of-Way Vacation No. 156853
4. Recommend that the City Council **Approve** Planned Development Permit No.150324and
5. Recommend that the City Council **Approve** Tentative Map No. 156787.

**Planning Commission Recommendation:** On August 19, 2004, the Planning Commission voted 7-0 to approve initiation of the Community Plan Amendment which identified a number of issues to be considered which are addressed in Attachment 29.

**Community Planning Group Recommendation:** On February 9, 2005, the Midway Community Planning Advisory Committee voted 8-0-0 to approve the project design and entitlement as proposed (Attachment 30).

**Environmental Review:** Mitigated Negative Declaration Number 52078 was prepared in accordance with the State of California Environmental Quality Act (CEQA) Guidelines. A Mitigation, Monitoring, and Reporting Program would be implemented which would reduce, to below a level of significance, the potential environmental impacts identified from the environmental review process for Historical Resources (Archaeological, Paleontological).

**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 amendment to the Progress Guide and General Plan and the Midway/Pacific Highway Corridor Community Plan would redesignate the project site from *Transportation-Related Commercial* to *Multiple Use* allowing a density of Medium Residential (0-29 dwelling units per acre). The proposed amendment would create a new designation to allow a range of 0 to 90 dwelling units on the subject site where 90 are currently permitted by zone. The project proposes 89 dwelling units on site for a density of 29 dwelling units per acre. The project would result in a net gain of 89 for-sale units to the Midway/Pacific Highway Corridor community planning area.

The proposed project would conform to the Inclusionary Affordable Housing Requirements by proposing payment of an in-lieu fee. The exact amount will be determined at time of building permit.

## **BACKGROUND**

The subject property is an approximately 3.12-acre site located along Hancock Street between West Washington Street to the approximate east, Kurtz Street to the approximate south, and Sutherland Street to the approximate west. The project site involves four parcels at the following addresses (listed from west to east): 1875 Hancock Street (APN 451-590 2700), 1815 Hancock Street (APN 451-590 6400), 1777 Hancock Street (APN 451-590 6500), and 2120 West Washington Street (APN 451-590 6300). The site consists of existing commercial office buildings (ranging from two to six stories high) in the two easterly parcels, and a site leased to an airport park and ride parking lot in the two westerly parcels.

The project location is within the Midway/Pacific Highway Corridor Community Planning Area (see Attachments 1 and 2). The Midway / Pacific Highway Corridor Community Plan designates the project site as *Transportation-Related Commercial*. The project proposes a community plan amendment to redesignate the site as *Multiple Use*. The Midway/Pacific Highway Corridor Community (*Midway*) is situated north of the Centre City area between Old Town and Point Loma. Midway encompasses approximately 800 acres of mostly flat terrain, and is comprised of two basic elements: the central Midway area and the narrow, linear-shaped Pacific Highway Corridor (Attachment 3).

This project is located within this panhandle linear area of the Pacific Highway Corridor which is between Interstate 5 and Lindbergh Field, which contains industrial and commercial uses. The corridor is defined by commercial buildings and unscreened commercial parking lots in the south-eastern portion, and a group of smaller scale, low-lying industrial buildings located between Witherby Street and Washington Street in the north-western portion. The Interstate 5 freeway is to the approximate north, and the Burlington Northern Santa Fe (BNSF) / Amtrak Coaster line and Metropolitan Transit System (MTS) trolley line (Blue Line) is to the approximate south in the Kurtz Street right-of-way. The project area is at a location historically known as “Five Points” due to the confluence of multiple transportation corridors.

Within the Midway community, total population (2000 Census) is 4,660 persons in 1,933 households. The San Diego Regional Planning Agency (SANDAG) estimates population growth rates to increase in this community to increase from 10% to 80% in the period from 2010 to 2020 (source: Final 2030 Cities/County Forecast, SANDAG, December 2003)<sup>1</sup> (Attachment 39).

The proposed project is also within the 1,360 acre North Bay Redevelopment Project Area. Total population within the North Bay Redevelopment Project Area is 5,703 people in 2,484 housing units. A primary objective of this Redevelopment Project Area is establishment of new mixed-use and multi-family residential projects.

The subject site is located at the Washington Street trolley station and in close proximity to existing mixed-use loft units, various commercial and office uses, and bus stops (MTS routes 5 and 908). The Washington Street trolley station is under-utilized in terms of passenger activity at this station with an average weekday passenger activity (loading and unloading) ranging from 0.6% to 1.4% of total blue line passenger boardings/departures. Passenger activity (loading and unloading) at this station averages about 271 daily transactions, whereas the average for all 31 stations on this line is about 10,075 daily transactions (source: Passenger Activity Report, SANDAG Ridecheck 2004 data)<sup>2</sup> (Attachment 40).

Hancock Street at the project site is a one-way, eastbound, two-lane collector with a posted speed limit of 30 miles per hour. It functions as a one-lane collector west of the I-5 southbound off-ramp. Hancock begins as a two-lane collector street west of the off-ramp at Noell Street. Washington Street at the project site is a four-lane major arterial. It has no on-street parking or bike lanes, but does have sidewalks on both sides. It has a raised median and a signalized trolley

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1 <http://profilewarehouse.sandag.org/>

2 [http://www.tmdinc.net/clients/mts/downloads/sas\\_files/San%20Diego%20Trolley\\_sas.pdf](http://www.tmdinc.net/clients/mts/downloads/sas_files/San%20Diego%20Trolley_sas.pdf)

/train crossing at grade. On-street parallel parking fronts the site on Hancock Street, limited to 2-hours between 8:00 a.m. and 6:00 p.m.

The westerly portion of the site is leased for airport parking (approximately 200 spaces). The easterly portion of the site is commercial office space for the Pacifica Companies and other tenants. This portion of the site also contains the historic Mission Brewery / American Agar Building designated as an historic structure on the National Register of Historic Places in 1989. Its designation is due to its Mission / Spanish Revival architecture and its uses in the early 1900s as a hospital during the 1918 influenza epidemic, and its use as the Mission Brewing Company.<sup>3</sup>

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 zone. 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 30 feet.

The project site is within the Airport Influence Area (AIA) of the San Diego International Airport (SDIA) Airport Land Use Compatibility Plan (ALUCP) within the 55-60 decibel (dB) Community Noise Equivalent Level (CNEL) noise contour of SDIA. The site is within the City of San Diego Airport Approach Overlay Zone (AAOZ), but is neither within the Runway Protection Zone (RPZ), nor the Airport Environs Overlay Zone (AEOZ).

The project site is within the Coastal Height Limitation Overlay Zone, but is not within the Coastal Overlay Zone (therefore, no Coastal Development Permit is required). The project site is within an area of potential liquefaction risk, but no fault buffer zones cross the project site.

As disclosed in the Phase I Environmental Site Assessment, the project site has historically been used for commercial operations. Its current use as a parking lot extends approximately 10 years. Uses prior include a liquor store and bar (1950s) and a building supply yard (1940s), with possible single family residence (1920s). The site is not known to have any underground storage tanks and is not listed as a waste site.

The existing buildings on site provide 85,494 square feet and are described as follows. The Mission Brewery building at 2150 W. Washington Street is the six-story building with the historic tower. The American Agar Building at 2120 W. Washington Street is the two-story building, both of which are on parcel 451-590 63 (former parcel number 451-590 29). The other parcel comprising the existing brewery site is 451-590 65. The buildings on this parcel are addresses 1775 1785 Hancock Street. The building areas according to the property appraisal record are 1775-1785 W. Washington Street at 49,296 square feet; 2120 W. Washington Street at 4,887 square feet; and 2150 W. Washington Street at 31,311 square feet. 2120 and 2150 W. Washington Street were formerly addressed as 3370 W. Washington Street.

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<sup>3</sup> <http://www.nationalregisterofhistoricplaces.com/CA/San+Diego/vacant.html>

## **DISCUSSION**

### **Project Description:**

The Mission Brewery project proposes to construct 89 residential condominium units and 8 street-level commercial condominium units at 1815 and 1875 Hancock Street in three, three-story buildings over underground parking. The project seeks transit-oriented development at the site of the Washington Street Trolley Station. The residential units consist of 45 one-bedroom units and 44 two-bedroom units in a mix of six differing unit types including studios, flats, split-levels, and lofts, clustered to form two rows parallel to Hancock Street and the trolley tracks with protected interior courtyard space. At the street level fronting Hancock Street, the project provides eight commercial units (888 square feet each) and a larger corner unit (2,136 square feet) on the northeast corner of the project adjacent to the existing commercial / office buildings. The hours of operation for the commercial components would be: Monday-Friday: 7 a.m. to 7 p.m.; Saturday: 7 a.m. – 1 p.m.; Sunday: closed. The city-wide CN zone would allow for hours of operation from 6 a.m. to midnight. The project proposes 88,290 square feet gross floor area (GFA) of new living area, 8,352 square feet GFA new commercial / retail, and 156 underground parking spaces.

The project proposes vacation of Sutherland Street, which is an unimproved street segment of approximately 80 feet by 200 feet. The vacated street would become a dedicated park for residents of the project, subject to an approved General Development Plan. Possible future development at the adjacent site at 1895 Hancock Street would also benefit from, and contribute to the park development. The Mission Brewery Project will develop half of the park project and the potential future Brickworks project at 1895 Hancock Street would develop its half of the park project, subject to a General Development Plan processed through the city's Park and Recreation Board for approval.

### **Required Approvals:**

The project as proposed would require the following discretionary approvals:

- A Community Plan Amendment and Progress Guide and General Plan Amendment to change the land use from Transportation-Related Commercial to Multiple Use;
- a Right-of Way Vacation to vacate Sutherland Street Right of Way for use as a park;
- a Planned Development Permit to reallocate density across the two project sites; and
- a Tentative Map to create 89 residential condominiums and 8 commercial condominiums.

The project is neither requesting a rezone, nor a waiver from the requirement to underground overhead utilities. The project does not require a Coastal Development Permit. The required approvals must be considered by the Planning Commission prior to a final decision by the City Council.

## **Municipal Code and Issues Analysis:**

### **Density**

The project proposes to consolidate the existing adjacent 1.56 acre commercial office complex (known as Mission Brewery I) with the 1.56 acre project site (known as Mission Brewery II) in order to achieve the desired density across the total 3.12 acre project site. The existing Mission Brewery I site does not have any residential development on site, and none would be allowed. All residential development would be focused on the Mission Brewery II site. Both the Mission Brewery I and proposed Mission Brewery II sites would be encumbered under Planned Development Permit number 150324. The existing Mission Brewery I site consists of commercial office uses at 1777, 1785, and 1795 Hancock Street; and commercial office uses at 2120 and 2150 West Washington Street. The proposed density would therefore be 57 dwelling units per acre (du/ac) on the Mission Brewery I site, or 29 du/ac across the entire 3.12 acre combined site. Residential use in the CC-4-2 zone is permitted by the Municipal Code as part of a mixed-use project. The maximum permitted density is one dwelling unit per 1,500 square feet of lot area. The Mission Brewery II project site is approximately 68,000 square feet resulting in a maximum allowable density of 45 dwelling units. However, when combined with the Mission Brewery I project site, the 3.12 acre (136,000 square foot) site allows for 90 units where 89 units are proposed.

### **Open Space**

As required by the San Diego Municipal Code (SDMC) residential development in a commercial zone is guided by the RM zone. 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 such as requirements for open space (both private and common). Per SDMC 143.0420, the project shall provide at least 190 square feet of usable, exterior open space per unit. The project has demonstrated conformance with this requirement providing a total of 16,910 square feet of required private exterior usable open space, and 8,853 square feet of common open space. The required exterior open space has been designed to face the interior courtyard to be shielded from noise sources such as the trolley operations and traffic.

Based on the 2000 U.S. Census, the Midway-Pacific Highway Community Planning Area should have a total of 13.81 acres of population-based park land and associated facilities. Currently, the Midway-Pacific Highway Community has no population-based parks. The park requirement for the project would normally be 0.53 acres of park land, or payment of a \$1.3M in-lieu fee. However, the project has coordinated with the Park and Recreation Department to allow for the vacation of Sutherland Street to provide a 0.3 acre park to be used by this Mission Brewery project, and the contemplated adjacent residential development project, Brickworks, at 1895 Hancock Street. Development of the park would follow subject to an approved General Development Plan. The Mission Brewery project would vacate Sutherland Street, and develop their half of the vacated street as a park, deeding to the City via a Quit Claim deed at no fee. The remaining half of the vacated Sutherland Street would be developed into a park by the

contemplated Brickworks project. If the Brickworks project fails to materialize, the Mission Brewery project would have contributed a park on their half of Sutherland Street, and the Brickworks project site would continue to have their half of Sutherland Street for access.

#### Floor Area Ratio

The project is subject to a maximum Floor Area Ratio (FAR) of 2.0 in accordance with SDMC Table 151-05E. The project has demonstrated conformance with this requirement providing a FAR of 1.34, calculated as 182,906 square feet / 136,115 square feet site area. The proposed parking areas have been appropriately excluded from the FAR calculations per SDMC 113.0234 (Diagram 113-02M).

#### 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 sides and rear with no minimum front setback. The project is proposing 13'-8" front, 10'-0" rear, and zero side along Sutherland Street.

#### Height

The project meets the coastal height limit restrictions and proposes a building height of 29'-9" therefore meeting the 30' height limit. The building height would be at 63.75 feet above mean sea level. While the entire project site is within the Coastal Height Limitation Overlay Zone, the chimney and rooftop cupola of the existing National Register of Historic Places Mission Brewery Building is specifically exempted from the Coastal Height Limit (SDMC §132.0505 (d)). No changes to this structure are proposed.

#### Transportation and Circulation

A traffic impact analysis (October, 2005) was prepared by Kimley-Horn & Associates, Inc (Attachment 32). The existing land use generates 238 daily trips. The proposed 89 multi-family units and 8 commercial units would generate 734 average daily trips with 65 morning peak-hour trips and 79 afternoon peak-hour trips (496 net new daily trips). The results of the traffic impact study shows no significant traffic impacts to surrounding roadway segments and intersections of: San Diego Avenue at Noell Street; Hancock Street at Noell Street; Hancock Street at Washington Street; San Diego Avenue at Washington Street; Pacific Highway Northbound Off-Ramp / Frontage Road at Washington Street; and Hancock Street at the project driveway. All intersections in the study area would operate at Level of Service (LOS) "C" or better.

The project would provide for off-street parking in an underground parking structure for 56 off - street parking spaces of which 5 spaces are accessible parking spaces, 11 motorcycle spaces and 41 bicycle spaces. This parking would be connected with the existing underground parking used by the Mission Brewery office complex.

Area circulation to the project site would be limited by the one-way eastbound direction along Hancock Street. Access to the project site along Hancock Street would be through a right-turn in, right-turn out only leading to the intersection of Hancock Street and Washington Street. Primary entrance to the project site would be a counter-clockwise movement from Washington Street to San Diego Avenue to Hancock Street; or a clockwise movement from Washington Street to Noell Street, to Hancock Street. The traffic analysis concludes that the location of the project driveway along Hancock Street is acceptable and would function at an adequate LOS.

The subject site is located at the Washington Street trolley station and in close proximity to existing mixed-use loft units, various commercial and office uses, and bus stops and transfer point (MTS routes 5 and 908). The Washington Street trolley station is under-utilized in terms of passenger activity at this station is currently accounting for only about 1% of the weekday blue line passenger loading and unloading.

The San Diego Association of Governments (SANDAG) Regional Comprehensive Plan (RCP) encourages growth opportunities that take advantage of transit opportunities. As stated in the plan:

[T]he first major emphasis of the RCP is on *improving connections between land use and transportation*. In this vein, a key recommendation of the RCP is to identify Smart Growth Opportunity Areas — areas where compact, mixed use, pedestrian-oriented development either exists now, is currently planned, or has the potential for future incorporation into local land use plans.

The SANDAG RCP Housing Element further states Policy Objectives to:

1. Increase the supply and variety of housing choices, especially higher density multifamily housing, for residents of all ages and income levels.
2. When developing both vacant land and redevelopment and infill sites, integrate housing with jobs, transit, schools, recreation, and services, creating more livable neighborhoods and diverse mixed use communities to support the RCP's smart growth objectives.

This project therefore meets many of the SANDAG RCP objectives by providing mixed-use, infill housing integrated with the trolley transportation system, bus routes, and commercial opportunities.

### Geology

The project site is within an area of liquefaction risk and bounded by a fault buffer zone. A Geotechnical Investigation was prepared by Christian Wheeler Engineering, October 2004 (Attachment 34). The site consists of loose fill over dense formational material. Excavation for the parking garage would remove approximately 10,750 cubic yards down to approximately 10 feet. Over- excavation would be required for another 5 feet to remove all unsuitable soils. The Registered Professional Geotechnical Engineer and Certified Engineering Geologist conclude that no geologic hazards of sufficient magnitude exist on the project site to preclude the development.

## Environmental

A Mitigated Negative Declaration was prepared by the City of San Diego in accordance with the California Environmental Quality Act (CEQA). Due to the project's location and known archaeological resources in the vicinity, mitigation for archaeological monitoring has been specified. Due to the excavation possibly into formational (fossil-bearing) materials, monitoring for paleontological resources has been specified. The environmental analysis also examined past uses of the site through a Phase I Environmental Site Assessment. No conditions were noted that would give concern to changing the land use to include residential.

## Noise

Because of proximity to the airport, roads, and trolley / train operations, an acoustical analysis report was prepared by Eilar Associates, November 2005 (Attachments 19 and 33). The future combined noise impacts at the corner of the project site would be up to 74 decibel (dB) Community Noise Equivalent Level (CNEL). However, 67 units (75% of the project total) would have exterior usable open spaces such as patios and balconies that fall below the 65 dB CNEL threshold. As such, no noise mitigation would be required. Interior noise levels are required to be constructed to a level of 45 dB CNEL in habitable residential spaces, verified at time of building permit.

## Airport Compatibility

Because of the proximity to the airport, a consistency determination was requested from the San Diego Regional Airport Authority, Airport Land Use Commission (ALUC) (Attachment 30). As heard before the ALUC on May 2, 2005, resolution 2005-0056, the project is consistent with the Airport Land Use Compatibility Plan (ALUCP) and therefore does not require an aviation easement. The project is located outside the 60 dB CNEL, and is neither within the Runway Protection Zone (RPZ), nor the approach/departure surfaces of the San Diego International Airport (SDIA). The project would not exceed the allowable height of 40 feet as specified in the Airport Approach Overlay Zone (AAOZ) due to the more restrictive 30' Coastal Height Limit Overlay Zone.

## Redevelopment Project Area Compatibility

The proposed project is located within the 1,360 acre North Bay Redevelopment Project Area. However, the Mission Brewery project is not the recipient of any Redevelopment Agency funding or assistance, therefore the project was not required to get formal recommendation of the North Bay Project Area Committee (PAC). Although the applicant is not seeking assistance from the Redevelopment Agency for the proposed project, the development of an 89-unit residential and commercial project would be a catalyst in promoting and attracting public and private investment that would benefit the overall Redevelopment Project Area. The project is estimated to provide more than \$30 million in assessed valuation to the property tax rolls for the North Bay Redevelopment Project Area.

The provision of new housing and commercial opportunities in close proximity to the Washington Street trolley station would implement a number of specific goals and objectives outlined in the North Bay Redevelopment Second Implementation Plan. These goals include promoting and enhancing diverse housing opportunities by improving housing stock and improving the growth and vitality of the Redevelopment Project Area's business environment. Housing goals included in the Second Implementation Plan, call for a 987 net increase in residential units within the Project Area between 2004 and 2008.

Furthermore, the Second Implementation Plan encourages the construction of open space, parks and sidewalk improvements to enhance the Project Area for residents. The proposed project would construct new sidewalks as well as improve the Sutherland Street right-of-way land that would include a 0.3-acre public park. The project would also generate additional tax increment revenues that could be used to assist in funding future public and private improvements and development projects within the Redevelopment Project Area.

### **Community Plan Analysis:**

The project includes the processing of a Progress Guide and General Plan and Community Plan Amendment with required changes to graphic and plan language, as shown in Attachment 24. The 3.12-acre site is presently designated Transportation-Related Commercial by the community plan, which was adopted by the City Council on May 28, 1991. The project proposes that the Midway/Pacific Highway Corridor Community Plan be amended to change the land use designation to Multiple Use with a medium residential density of up to 29 dwelling units per acre. This designation would allow a range of 0 to 90 dwelling units on the subject site where none are currently permitted according to the community plan designation. In addition, this designation would accommodate existing and proposed commercial uses on the project site. The project is proposing the construction of 89 dwelling units on site.

On August 19, 2004, the Planning Commission initiated the Plan Amendment by a vote of 7-0 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 25).

Currently, there are two additional land use plan amendments being processed independently in the Midway/Pacific Highway Corridor community planning area:

- **Bay-to-Bay** - Initiated April 12, 2004 by City Council. Delete Bay-to-Bay concept from the community plan and replace it with a system of open spaces with associated land use and policy changes; insert architectural and landscaping guidelines; identify portions of the community where mixed-use, urban, transit-oriented development should be encouraged; and make appropriate changes to bring the plan up to date with community and redevelopment goals.
- **Hancock Brickworks** - Initiated January 13, 2005 by Planning Commission: 53 dwelling units (1.26 acres – 42 dwelling units per acre), Mixed-use development.

In addition, a third amendment was approved by the City Council on March 21, 2006. This amendment redesignated an 0.89-acre site located at 2015 Hancock Street from Light-Industrial to a new Very-High Density Residential designation (75-110 du/ac).

The proposed subject amendment is located within "District 5" of the larger amendment to delete Bay-to-Bay from the community plan. The boundaries of District 5 are described as Bean Street (east), Witherby Street (west), Pacific Highway (south), and Interstate 5 (north). At a special and duly noticed meeting on April 20, 2005, the community planning group recommended that primary uses for District 5 include light industrial, arts, residential, mixed-use, live/work lofts, business and professional offices with secondary uses being retail and commercial uses (Vote: 9-0-0). The planning group reaffirmed their recommendations at their regularly scheduled and noticed meeting on June 8, 2005 (Vote: 11-0-0). The draft preferred land use plan that further refines the planning group's recommendation is expected to become available by winter of 2006. It is anticipated that the Midway/Pacific Highway Corridor community plan amendment will be ready for Planning Commission consideration in summer 2007.

At the August 4, 2005 initiation meeting for the Stella amendment, the Planning Commission directed staff to look at land uses comprehensively within this district 5 area, and to engage all property owners as direct participants in this effort. On September 20, 2005, in response to the Planning Commission's direction, the Planning Department facilitated a workshop for property owners that own property within District 5. This workshop was organized to elicit input from property owners regarding preferred land uses in conjunction with a comprehensive analysis of this area due to submittal of three separate plan amendments in this area (Stella, Hancock Brickworks and Mission Brewery Villas). Invitations/notices for this workshop were sent to approximately 80 property owners of record. Fourteen community members and property owners attended the meeting. It should be noted that these property owners were also invited to the series of larger, community-wide workshops in connection with the Midway/Pacific Highway Corridor community plan amendment in 2005. After receiving an overview of land use issues in the project area, property owners were asked to give input on the land uses recommended for this area by the planning group through the Bay-to-Bay outreach process. Property owners generally described that the proposed changes were flexible, that mixed-use and residential uses near transit made sense and helped implement the Strategic Framework Element of the General Plan. Also, responses indicated that the changes would be beneficial for property values, and that introducing residential uses in the area might deflect the airport expansion into the area.

The responses also requested the addition of loft/art studios; increasing the height limit; retaining current uses; allowing warehouses; identifying land for recreational use; and limiting residential development/nodes because new residents would increase congestion beyond infrastructure limits and compete for available on-street parking with industrial users. Concerns related to possible District 5 land use changes generally included parking issues; pre-existing non-conforming rights; incompatibility of uses; eminent domain; and the role of the Redevelopment Agency of San Diego. Essentially, when comparing the results of the September 20, 2005 focused workshop against the results from the three community-wide workshops held on January

22, 2005, and March 23, 2005, there are no substantial differences among these meetings in terms of input received or conclusions drawn from the community members. Overall, there were varying degrees of support and concern regarding the introduction of residential into this area; an area already undergoing transition due to the encroachment of non-industrial uses leading to higher land prices and a subsequent decline in desirability for industrial uses, as described earlier.

### **Police Response Times:**

Police service impact analysis was provided by the City of San Diego Police Department, Operational Support Administration (January 2006) (Attachment 31). The project would be served by officers and support personnel from Western Division, located at 5215 Gaines Street. The project site is within the Mission Hills police neighborhood, Beat 631. Current patrol strength is 144 patrol officers with an optimal strength of 199 patrol officers. The Mission Brewery project would result in an additional need of 0.39 officer for the residential component and 0.55 officer for the commercial component (0.94 officer total). Initial costs for this staffing demand equate to \$132,149. The 2005 (February 15 to June 30, 2005) average response time for priority one calls on beat 611 was 17.62 minutes. The citywide average response time for that same time period was 14.27 minutes.

The project would implement policies and recommendations of the community plan by incorporating defensible space techniques into the design of multifamily projects by providing architectural detailing and individual unit features which would promote pride of ownership and delineate public, semiprivate, and private space.

### **Fire Response Times:**

Fire service impact analysis was provided by the City of San Diego Deputy Chief/Fire Marshal (December 2005). The project would be served by Fire Station 8 located at 3974 Goldfinch Street at West Washington Street in Mission Hills. Station 8 houses one engine. The station covers 2.51 square miles, and the national standard is 9 square miles per fire station. The station has 4 firefighters on duty each shift.

Response time to the project for engine 8 is 3.2 minutes which is within the national standard of 5 minutes. All first alarm units for an effective fire force arrive within the 5.0 minutes which is within the 9 minute national standard. Other stations, trucks, and Battalion Chiefs and their response times to the subject site would be:

- Engine 3 from Fire Station 3 at State and West Laurel Streets = 3.9 minutes.
- Engine 5 from Fire Station 5 at 9th & University = 4.8 minutes.
- Truck 20 from Fire Station 20 at Kemper & Midway = 5.0 minutes
- Battalion 2 Chief from Fire Station 5 at 9th & University = 4.8 minutes.

**Park Impact Statement:**

The project proposes vacation of Sutherland Street for eventual conversion to a 0.3 acre park. The land would be deeded to the City as *designated* parkland. Park plans would be defined and approved in a General Development Plan as a condition of this project subject to approval by the Park and Recreation Board. Once approved, the park would become *dedicated* parkland. Additionally, the developer is required to provide a pro rata share of the cost of a community recreation building and a community swimming pool, to be paid as an in-lieu park impact fee at the time of building permit issuance.

**Impact Fees:**

The project is subject to Development Impact Fees (DIF) of \$862,168 calculated as follows: (\$6,526 per residential unit) x (89 units) = \$580,814 + \$281,354 for the retail space. The project is subject to a Housing Trust Fee (HTF) of \$5,346, based on usage and square footage.

**Conclusion:**

The proposed request for construction of 89 residential units, 8 commercial units, and vacation of Sutherland Street for an on-site park and open space areas aligns with area planning documents such as the community plan, the redevelopment area plan, the city’s General Plan, and regional growth plans by providing transit-oriented, mixed use, in-fill development. The project conforms to the requirements of the Municipal Code and is not requesting any deviations or variances. The proposed growth is recommended for approval by the designated community planning group. For these reasons, and as further substantiated in the project analysis, permits and resolutions, staff supports the project as proposed.

**ALTERNATIVES**

1. Recommend that the City Council **Certify** Mitigated Negative Declaration 52078; **Approve** Amendments to the Progress Guide and General Plan, and the Midway/Pacific Highway Corridor Community Plan, No. 320570 **Approve** Right-of-Way Vacation No. 156853 **Approve** Planned Development Permit No. 150324; and **Approve** Tentative Map No. 156787.
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Respectfully submitted,

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Jeffrey D. Strohminger  
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Customer Support and Information Division  
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Cory H. Wilkinson  
Development Project Manager II  
Customer Support and Information Division  
Development Services Department

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Betsy McCullough  
Acting Director,  
Planning Department

Attachments:

1. Location Map
2. Aerial Photograph
3. Community Plan Land Use Map
4. Zone
5. Project Data Sheet
6. Project Plans: Title Sheet
7. Project Plans: Site Plans – Existing
8. Project Plans: Site Plans - Proposed
9. Project Plans: Site Photos
10. Project Plans: Pedestrian Circulation and Fire Plans
11. Project Plans: Parking
12. Project Plans: Floor / Unit Plans
13. Project Plans: Elevations
14. Project Plans: Lighting and Signage
15. Project Plans: Renderings
16. Project Plans: Landscape
17. Project Plans: Civil
18. Project Plans: Tentative Map
19. Project Plans: Acoustical
20. Project Plans: Exhibit B Street Vacation
21. Draft Permit with Conditions
22. Draft Permit Resolution with Findings
23. Draft Tentative Map Conditions and Subdivision Resolution
24. Draft Community Plan Amendment Resolution
25. Draft Environmental Resolution
26. Draft Street Vacation Resolution
27. Planning Commission Recommendation to City Council Resolution
28. Planning Commission Initiation Report and Minutes
29. Planning Commission Land Use Initiation Issues
30. Plan Amendment Text and Graphics
31. Midway Community Planning Advisory Committee Minutes
32. San Diego County Regional Airport Authority Approval and Resolution
33. Police Impact Analysis
34. Traffic Impact Analysis (summary)
35. Acoustical Impact Analysis (summary)
36. Engineering Impact Analysis (summary)
37. Hydrology / Water Quality Impact Analysis (summary)
38. Undergrounding Master Plan Fiscal Year 2006
39. Project Chronology
40. Ownership Disclosure Statement
41. SANDG 2030 Cities / County Forecast: Midway Community
42. San Diego Trolley Blue Line Boardings and Alightings, 2004