



THE CITY OF SAN DIEGO

REPORT TO THE PLANNING COMMISSION

DATE ISSUED: March 1, 2007 **REPORT NO.** PC-06-208

ATTENTION: Planning Commission, Agenda of March 8, 2007

SUBJECT: Aztec Budget Inn Redevelopment, Project No. 83705. PROCESS FIVE

**OWNER/
APPLICANT:** 6050 El Cajon Boulevard, LLC/

SUMMARY

Issue: Should the Planning Commission recommend approval to the City Council of a new mixed-use project consisting of 65 for-sale residential units, including 7 affordable units, and 3,000 square-feet of retail space at 6050 El Cajon Boulevard within the College Area Community Planning Area?

Staff Recommendation:

1. Recommend that the City Council **Certify** Mitigated Negative Declaration No. 83705 and Adopt the Mitigation and Monitoring Program (MMRP);
2. Recommend that the City Council **Approve** Site Development Permit No. 265960;
3. Recommend that the City Council **Approve** Vesting Tentative Map No. 285780;
4. Recommend that the City Council **Approve** Easement Abandonment No. 265140; and
5. Recommend that the City Council **Approve** Rezone Action No. 265139.

Community Planning Group Recommendation: On December 13, 2006, the College Area Community Council (CACC) voted 9-2-2 to approve the project with conditions. Please see the report's Background and Discussion Sections and Attachment 14 for further information.

College Area Business Improvement District Recommendation: On July 19, 2006 the College Area Business Improvement District approved a motion (by a vote of 10-0-0)

supporting the proposal (a previous design of 75 units with 11 affordable) of the Amcal development of Phase I and the acquisition of Phase II for a complete project on the corner of College Avenue and El Cajon Boulevard. The motion strongly encouraged the step-down tier of building towards single family homes, mitigation of traffic measures, and addressing the overall concerns of the community. In response to the concerns of the Business Improvement District, the CACC, and members of the community, the applicant changed their design to what the Planning Commission has before them today.

Environmental Review: Mitigated Negative Declaration No. 83705 has been prepared for the project in accordance with State of California Environmental Quality Act (CEQA) guidelines.

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: In May of 2004, the City Attorney's Code Enforcement Unit/Drug Abatement Response Team (DART) met with the then property owner of the Aztec Budget Inn regarding concerns about substantial narcotic activity and calls for service. In an approximately six year period from January 2001 to February 2007, officers responded to 472 calls for service and expended over 889 hours of out-of-service time at the project location. There were also substantial numbers of narcotic and other arrests, including two arrests of individuals for possession of assault rifles.

Housing Impact Statement: The College Area Community Plan designates the site for General Commercial (45-110 dwelling units per acre) and High Density Residential (45-75 dwelling units per acre). Based on community plan residential densities, the project site could accommodate 41 to 78 residential units. The applicant is proposing 65 for sale residential units (including 7 units affordable at 100% AMI) as well as 3,000 square feet of commercial retail space. With the demolition of the existing 45-unit motel and 10-unit apartment building, the project would result in a net increase of 55 residential units in the College Area Community.

On December 8, 2005 the Crossroads Project Area Committee voted 6-5-1 to recommend that the City of San Diego Redevelopment Agency (Agency) enter into an Exclusive Negotiating Agreement (ENA) with AMCAL Multi-Housing, Inc. On April 25, 2006 the Agency entered into an ENA with the applicant, AMCAL Multi-Housing, Inc., and the ENA was executed on May 10, 2006. The ENA describes the project as including property owned and property not owned by the developer. The subject of this Planning Commission Report is the property owned by the developer.

The period of the ENA is for 180 days with 2 potential extensions of 90-days each. On November 5, 2006 the Agency extended the ENA with the applicant, which expired on February 2, 2007. The Agency has approved a second extension of the ENA which is set to expire on May 3, 2007. The specific form and substance of the Agency's involvement in the project would be negotiated during this period. The areas of potential Agency involvement include property acquisition, lease acquisition, relocation assistance and gap financing for affordable housing units. Potential funding could come from the

Crossroads Redevelopment Project Area Low and Moderate Income Housing Fund and the Agency's Affordable Housing Collaborative.

The project is subject to the Inclusionary Affordable Housing requirements of San Diego Municipal Code Chapter 14, Article 2, Division 13. The underlying zoning of the property allows for the development of 68 units. The affordability provisions of the Inclusionary Affordable Housing regulations require the project to set aside seven residential units affordable to median income households as follows:

Bedroom Size	Number of Units	Income Restrictions	Estimated Maximum Sales Price
1 Br	2	100% AMI	\$173,000
2 Br	4	100% AMI	\$200,000
3 Br	1	100% AMI	\$227,000

BACKGROUND

The project site is located at 6050 El Cajon Boulevard within the College Area Community Planning area (Attachment 2). The 0.94-acre site has street frontages on both El Cajon Boulevard and Soria Drive, near the northwest corner of those two streets (Attachments 1 and 3). The Aztec Budget Inn site is designated General Commercial (45-110 dwelling units per acre) and High Density Residential (45-75 dwelling units per acre) in the College Area Community Plan, and is zoned CU-2-4 and RM-3-8 (proposed to be rezoned to RM-3-9), and is also located within the Central Urbanized Planned District and the Crossroads Redevelopment Project Area.

The property is currently developed with a vacant, one-story 45-unit motel, constructed in 1945 and a vacant, two-story 10-unit apartment building, added to the site in 1968. It appears as though the existing structures are in poor condition with deteriorating structural integrity. An historical assessment was performed for the two existing developments, and they were determined not to be historically or architecturally significant. The neighborhood surrounding the Aztec Budget Inn site includes a variety of land uses including multi-family residential to the north, single-family residential and commercial to the west, commercial to the east, and commercial to the south, across El Cajon Boulevard. The surrounding developments are zoned RM-3-8 to the north, RS-1-7 and CU-2-4 to the west, CU-2-4 to the east, and CU-2-4 to the south. The applicant is requesting a rezone from the portion of the site zoned RM-3-8 Residential-Multiple Unit zone permitting a maximum density of 1 dwelling unit for each 800 square-feet of lot area, to RM-3-9, a Residential-Multiple Unit zone allowing a maximum density of 1 dwelling unit for each 600 square-feet of lot area.

A number of designs have been submitted by the applicant and reviewed by staff and the College Area Community Council (CACC). Previous designs included up to 75 residential units in a contemporary style, further reduced setbacks on the west side of the property, and access from both Soria Drive and El Cajon Boulevard. Although previous designs have been supported by staff, the CACC voted to deny those designs. In response to community concerns, the applicant has proposed the current redesign which takes access solely off El Cajon Boulevard, increases the

setback on the west side of the project, and reduces the number of units to the current configuration and number. As previously stated, the CACC voted 9-2-2 to approve the current design with conditions.

DISCUSSION

Project Description:

The proposed Aztec Budget Inn project would include the demolition of an existing and vacant motel building and apartment building, and the construction of 65 for-sale residential dwelling units and 3,000 square feet of commercial space, in a single, four-story structure. The proposed building would not exceed 53 feet above grade at its highest point.

The 65 dwelling units would consist of 58 market-rate units and seven units affordable to persons or families earning not more than 100% of the Area Median Income (AMI), thereby meeting the requirements of the City of San Diego Inclusionary Affordable Housing regulations. The 65 residential units consist of twelve (12) one-bedroom units, forty-three (43) two-bedroom units, and ten (10) three-bedroom units, totaling 74,923 square-feet of gross floor area (including exit corridors). The residential units would vary in size from 729 to 752 square feet for the one-bedroom units, from 969 to 1,080 square feet for the two-bedroom units, and from 1,223 to 1,226 square feet for the three-bedroom units.

The project would also include 3,000 square feet of commercial space, which would be located on that portion of the ground floor which faces El Cajon Boulevard. The project would also include fire-sprinklers throughout the building; a ground floor courtyard, which would include landscaping, benches, decorative paving, raised planters, patio tables, and barbecues; and the addition of landscape screening buffering the development from the adjacent single-family residential development.

A traffic study was conducted by Urban Systems Associates to evaluate potential project impacts on surrounding streets and intersections within the study area shown in the analysis. It was determined that direct and cumulative impacts would occur in the near and long term scenarios at two street intersections including 60th Street/El Cajon Boulevard and College Avenue/Arosa Street. Impacts at these locations were studied and evaluated, and as a result, the project was conditioned to mitigate its impacts by constructing a raised landscaped median on El Cajon Boulevard between 60th Street and College Avenue, constructing a westbound left turn lane at 60th Street, and installing a traffic signal at Arosa Street/College Avenue intersection as designed by the City of San Diego.

Based on City of San Diego Municipal Code Section 142.0545 (b) Shared Parking Formula, the parking requirement for the proposed Aztec Budget Inn Development is 127 parking spaces of which 60 spaces would be provided as 30 tandem spaces, 4 spaces as accessible parking spaces, with 7 motorcycle spaces, and 34 bicycle spaces. The proposed development is providing the required spaces as per the San Diego Municipal Code.

The project site is served by two bus routes (Routes 1 and 15) each with a 15 minute frequency. One bus stop currently exists adjacent to the site along El Cajon Boulevard. The project site is

located with walking distance of many restaurants, retail shops and is just over half a mile from the College-Rolando Branch Library.

All site drainage would be directed through onsite fossil-fuel filters before discharge into the existing storm drain system. Site development would include the construction of new sidewalks, curbs, gutters, driveways, wood fences, a single-level subterranean parking structure, and new landscaping. Grading would consist of approximately 14,600 cubic-yards of cut and export. Proposed landscaping includes trees such as Queen Palm, Magnolia, and Bronze Loquat; shrubs such as New Zealand Flax, Heavenly Bamboo, and Japanese Aralia; and vines such as Potato Vine.

The architectural style of the proposed building is Contemporary Spanish. The exterior treatments would include stucco finishes, balconies with metal railings and canopies, tile roofs, and planted wall mounted lattices.

The project would not adversely affect the College Area Community Plan, in that it would be located in close proximity to the College Avenue and El Cajon Boulevard intersection, which is identified as a commercial node in the community plan. The community plan encourages pedestrian-oriented mixed and multiple use development in the node area and identifies transportation corridors such as El Cajon Boulevard for higher density residential use.

The project would receive police service from the Mid-City Division, located at 4310 Landis Street, where the average response time, between March 1, 2005 and February 28, 2006, was 12.1 minutes, and the 2005 citywide average response time for the same time period was 14.1 minutes. The project site would be served by fire stations No. 10 (62nd Street & Acorn Street), No. 17 (Chamoune Avenue & Orange Avenue) and No. 26 (54th Street & Krenning Street) with fire service response time from 1.7 to 4.6 minutes.

The current design is deviating from the San Diego Municipal Code regulations governing side- and front-yard setbacks, residential unit storage space, and tandem parking. Each of the deviations requested is needed to ensure the number of affordable units and the feasibility of the project. For further discussion of the requested deviations, please see the Project Related Issues section of the report below. Other than proposed deviations described, the proposed development would comply with the applicable regulations of the San Diego Municipal Code.

Approval Descriptions: As proposed, the project requires the following approvals:

- A Rezone of a portion of the property from the existing RM-3-8 to RM-3-9 Zone (Process 5);
- A Site Development Permit for multiple unit development of more than 20 units in the RM-3-9 zone (Process 3), and for Affordable Housing projects which deviate from the regulations of the underlying zone (Process 4);
- A Sewer Easement Abandonment for the vacation of an existing on-site sewer easement (Process 5); and
- A Vesting Tentative Map for condominium purposes (Process 4).

All discretionary actions are being processed concurrently, with a Recommendation hearing with the Planning Commission before a final decision is rendered by the City Council, in accordance with Process 5.

Community Plan Analysis:

The College Area Community Plan designates the southern portion of the site (0.23 acres) for General Commercial permitting residential development at a density of 45 to 110 dwelling units per acre and the northern portion of the project site (0.71 acres) for High Density Residential at 45 to 75 dwelling units per acre. Based on the total project site area and recommended residential densities, 41 to 78 dwelling units could potentially be developed on-site. The project proposes 65 residential units and approximately 3,000 square feet of commercial retail space, which would implement the community plan land use recommendations for the site.

The northern portion of the site is zoned RM-3-8 which conforms to the High Density Residential designation in the community plan. A rezone to RM-3-9 is proposed to achieve the density of 65 dwelling units per acre allowed per the High Density Residential Designation in the community plan. The proposed rezone to RM-3-9 would also conform to the existing High Density Residential Designation and would not exceed the existing planned density of 45-75 dwelling units per acre in the community plan for this portion of the site.

The proposed project would be located in close proximity to the College Avenue and El Cajon Boulevard intersection, which is identified as a commercial node in the community plan. The community plan encourages pedestrian-oriented mixed and multiple use development in the node area and identifies transportation corridors such as El Cajon Boulevard for higher density residential use. The project proposes approximately 3,000 square feet of commercial development fronting on El Cajon Boulevard with residential units located above and to the rear. Parking would be located behind the commercial uses and in a subterranean parking garage. The proposed mixed-use project would implement the recommendations of the community plan to locate higher density residential development along transportation corridors and would contribute to the plan vision to create a mixed-use commercial node at the intersection of College Avenue and El Cajon Boulevard.

Surrounding uses include single- and multi-family housing to the west and north of the site. The community plan recommends that new multi-family housing adjacent to lower density development be designed to achieve transitions between densities and compatibility in design. A portion of the western property line abuts a single-family residential neighborhood. The proposed project would observe additional setbacks beyond the required setbacks at the ground and upper floors adjacent to the single-family residences. At the ground floor a ten foot setback would be observed where five feet is required and the structure would step back an additional 33 feet for the third and fourth stories. Landscaping including screening trees, shrubs and planted wall-mounted lattice would be used to screen and buffer the project from the adjacent residences. These features would meet the intent of the residential and urban design recommendations of the plan to create a transition and compatibility in design between higher and lower density residential use.

The community plan recommends that all new multi-family development provide a variety of recreational facilities and that the facilities be distributed uniformly throughout the project. Recreational opportunities would be provided for the residents of the project through a ground floor courtyard, which would include landscaping, benches, patio tables, and barbecues and provide a social gathering area that would meet the intent of the community plan recommendations for recreational facilities.

Environmental Analysis:

The proposed project site is located within the Crossroads Redevelopment Area. The Crossroads Redevelopment Area was created to promote the redevelopment and revitalization of approximately 1,032 acres of mostly older commercial and residential uses within the College Area and Mid-City Communities community planning areas. The Crossroads Redevelopment Project Environmental Impact Report (EIR), which contains the Aztec Budget Inn Redevelopment project site, was adopted in May, 2003. An Initial Study (IS) was conducted to evaluate the impacts of the proposed development. Potential significant impacts resulting from the development of the proposed project were evaluated based on the IS and review of the Crossroads Redevelopment Project EIR. The issue areas discussed below were considered during the environmental review of this project and were determined to be potentially significant. The applicable mitigation measures are outlined in Section V of Mitigated Negative Declaration No. 83705. Implementation of the MMRP would reduce project-related impacts to below a level of significance.

Air Quality: To reduce the reactive organic compounds (ROC) pollutant emission to a level less than significant, the proposed project shall be required to use zero emission volatile organic compound (VOC) paints. These low VOC paints are currently available from several paint manufacturers. To reduce the oxides of nitrogen (NO_x) pollutant emission to a level less than significant, the proposed project shall properly maintain diesel-powered on-site mobile equipment and shall use gasoline-powered on-site mobile equipment instead of diesel-powered mobile equipment when feasible.

Noise: To reduce potential pre- and post-construction noises levels to less than significant, the proposed project shall be required to implement the noise mitigation measures identified in the Crossroads Redevelopment Project EIR (SCH No. 2002071002), Section 4.4 of the Mitigation Monitoring and Reporting Program. Additionally, a noise study, as required under Section 24 of the California Building Code, will be required for multi-family residential development that insures interior noise levels do not exceed 45 decibels.

Historical Resources (Archaeological): San Diego County is known for intense and diverse prehistoric occupation and important archaeological resources. The county has been inhabited by various cultural groups spanning 10,000 years or more. Camp sites, villages, and artifacts have been recorded throughout San Diego County.

According to the records located in the Land Development Review Library, the proposed project is located in an area of high archaeological sensitivity. Since there is a potential for project construction to impact cultural resources archaeological monitoring of the site would be required, and a Mitigation Monitoring and Reporting Program (MMRP) would be implemented. The

MMRP requires that a qualified archaeologist monitor initial excavation activities to inspect for in-situ cultural resources. In the event that such resources are discovered, excavation would be halted or diverted to allow recovery, evaluation, and recordation of materials. Therefore, a MMRP as detailed in Section V of the Mitigated Negative Declaration would be implemented, which would reduce the historical resources impacts to below a level of significance.

Paleontological Resources: According to the Geology of the San Diego Metropolitan Area, California, 1975, published by the California Division of Mines and Geology, the project area is underlain by the Linda Vista geologic formation. The Linda Vista Formation is assigned a moderate sensitivity rating for paleontological resources. The project would require excavation to a depth of 10 feet, potentially impacting paleontological resources. Disturbance or loss of fossils without adequate documentation and research would be considered a significant environmental impact. Therefore, a Mitigation Monitoring and Reporting Program (MMRP) as detailed in Section V of the Mitigated Negative Declaration would be implemented. The program requires that a qualified Paleontologist or Paleontological Monitor be present during excavations that could impact previously undisturbed formations. If significant paleontological resources are discovered, a recovery and documentation program would be implemented. With implementation of the MMRP, impacts to paleontological resources would be reduced to below a level of significance.

Traffic Circulation: In order to assess the potential traffic impacts of the proposal, the preparation of a traffic study was required. This study, prepared by Urban Systems Associates, Inc. (September 20, 2006), is available for review at the offices of the Land Development Review Division. Based on an evaluation of Existing, Existing Plus Project, Near Term with and without Project, and Horizon Year with and without Project conditions, the following can be concluded: The proposed project is not expected to have any direct or cumulative project impacts on Street Segments; however, the proposed project would be expected to have significant impacts at the intersections of College Avenue and Arosa Street in the near term, and El Cajon Boulevard and 60th Street in the long term.

Based upon this transportation impact analysis, it was determined that development of the proposed project would have impacts at the above-identified intersections which can be fully mitigated through: 1) installation of a traffic signal at the intersection of College Avenue and Arosa Street; and 2) installation of a raised median on El Cajon Boulevard, between College Avenue and 60th Street, to include a left-turn pocket to accommodate vehicles making a U-turn on El Cajon Boulevard at 60th Street. Therefore, a Mitigation Monitoring and Reporting Program (MMRP) as detailed in Section V of the Mitigated Negative Declaration would be implemented. With implementation of the MMRP, impacts to traffic circulation would be reduced to below a level of significance.

The issue areas of Geology/Soils, Historical Resources (Architectural) and Public Utilities (Solid Waste Generation/Disposal) were also considered during the environmental review of this project and were determined to not to be significant.

Project-Related Issues:

Deviations – The project proposes to deviate from the San Diego Municipal Code (SDMC) requirements for side- and front-yard setbacks, storage space, and tandem parking. The SDMC allows applicants proposing affordable/in-fill housing projects to request deviations from the regulations of the underlying zone pursuant to a Site Development Permit, provided that the required findings can be made. Staff believes that the Planning Commission can recommend approval of the appropriate findings based on the following information.

Side-Yard Setbacks: The applicant is requesting deviations to the side-yard setback requirement by proposing a 10-foot setback facing the north and a 5-foot setback to the south, where a 14-foot, six-inch side yard setback is required.

The project proposes the setback deviations in an effort to maximize the site's efficiency and usable land and thereby minimizing the loss of units, including affordable housing. The project site is constrained by an irregular shaped configuration that limits the overall building and planning design. The project is designed with deviations to the required setbacks along the side yards. These deviations allow for a pedestrian-oriented and friendly environment, increased street presence, appropriate massing, and a more articulated building.

As recommended in the Community Plan, the project is also designed with a transition between the single family residential homes to the north and the proposed four story development. The transition includes a 10-foot setback at ground level and a two-story building element facing the single family homes. The building steps back an additional 33 feet from the two-story element as it transitions into a four-story building. The project originally included 75 units; however the transition resulted in the loss of 10 units.

The requested setback deviations would allow for the development of 65 residential units when the City is experiencing an extreme shortage of affordable housing.

Front Setbacks (along Soria Drive): The applicant is requesting that 85% of the elevation for the building envelope have a 10-foot front yard setback and the remaining portion with a 20-foot front yard setback, where the SDMC requirement states that 50% of the elevation for the building envelope should conform to a 10-foot front yard setback and the remaining part of that elevation should conform to a 20-foot front yard setback.

The project site is constrained by an irregular shaped lot configuration that limits the project architectural and planning design. The front yard deviation would allow a more flexible and creative mixed-use design that would help blend the city code requirements outlined in the RM 3-9 and CU 2-4 Zones. The proposed front yard deviation is appropriate for this location and would result in a more desirable project with more appropriate massing, and a more articulated building. The design of the front elevation enables additional movement and detail by stepping the building back and forth, creating an enhanced elevation and complying with the intent of the zoning regulations.

Personal Storage Space per Residential Unit: The applicant is requesting to deviate from the SDMC personal storage regulations of the RM Zones by proposing 202 cubic feet of storage for each of the 65 residential units, or 13,140 cubic feet, where the SDMC requires at least

240 cubic feet of personal storage space per residential unit, or 15,600 total cubic feet. The applicant is proposing that 3,285 cubic feet of personal storage space be located on each of the four floors in the residential portion of the development, rather than in the subterranean garage. Such a location offers the convenience of a central storage room for each of the four residential levels, allowing for a better and more efficient storage design. The requested deviation would be beneficial to the community by: providing for larger living areas within the units, ensuring the development of 65 multi-family residential units, including 7 units affordable to families earning no more than 100% AMI, when the City is experiencing a shortage of for-sale affordable housing, and ensuring the feasibility of the project.

Tandem Parking: The project location does not fall within the limits of the Tandem Parking Overlay Zone. The applicant is requesting a deviation from the SDMC Section governing the tandem parking overlay zone by requesting that on-site tandem parking spaces be counted towards meeting the SDMC parking requirements.

The Shared Parking regulations of the SDMC require a total of 127 parking spaces. The applicant proposed to meet a portion of that requirement by providing 60 parking spaces in 30 tandem spaces, or approximately 47 percent of the total parking spaces. The remaining spaces would be standard and accessible parking spaces. The project proposes the parking deviation in an effort to maximize the site's efficiency and usable land, while minimizing the loss of units, including affordable housing.

The project site is constrained by an irregular shaped lot configuration that limits the project efficiency with respect to garage design. The tandem spaces would be assigned to the 2- and 3-bedroom units, with access to the individual units via the elevators located in the garage levels, in close proximity to the tandem parking spaces. This deviation is necessary to ensure the number of affordable units and the economic feasibility of the project.

Additionally, the applicant has cited that meeting the San Diego Municipal Code requirements governing setbacks, personal storage space, and tandem spaces would render the project financially infeasible due to the increase costs associated with a reduction in the square footage of the buildings, and the associated increase in required Redevelopment Agency subsidies. Therefore, staff supports the requested deviations and believes that the required findings can be made.

College Area Community Council (CACC) Vote - On December 13, 2006, the College Area Community Council (CACC) voted 9-2-2 to approve the project if the following conditions were met. The CACC required the following conditions due to their concern that the increase in density to the neighborhoods, from this project and others, would have a significant impact on the quality of life of the residents and on the surrounding streets; especially 60th Street, Adams Avenue, Soria Drive, and Arosa Street (See Attachment 14). The CACC conditions have been listed below followed by staff comment in **bold**.

- 1) The city traffic engineer must work with the community to develop a traffic mitigation method to deter new trips north bound on 60th Street. These methods may include, complete closure at El Cajon Boulevard (with permanent or Emergency vehicle-

removable blockades), one-way south, or partial closure (allowing no trips north from El Cajon Boulevard).

Staff Comment - The proposed project incorporates features to minimize any potential traffic impacts onto nearby local streets. The proposed project access is restricted to El Cajon Boulevard only with no access onto Soria Drive. Also, the proposed project would construct a u-turn lane on El Cajon Boulevard at 60th Street to allow for westbound to eastbound traffic movements to further reduce the likelihood of using local streets for northbound movements to College Avenue. The community should continue to work with City staff for additional traffic calming measures if warranted by the appropriate traffic evaluations.

- 2) Remove funding for proposed signal at College Avenue and Arosa Street from the project. This light is detrimental to the objective of minimizing traffic impact in the single family neighborhood, would attract trips through this residential neighborhood, and should not be funded as part of this project. The community opposes this light.

Staff Comment - A Traffic Study was completed for the proposed project which identified a significant traffic impact at the intersection of College Avenue and Arosa Street. To mitigate the potential traffic impact, the project has been conditioned to install a new traffic signal. Prior to this proposed project, the City identified this intersection for installation of a traffic signal due to the limited site distance from Arosa Street into College Avenue. College Avenue is a four lane Major Street, and the new traffic signal would allow for protected vehicular and pedestrian movements from Arosa Street.

- 3) All proposed tandem parking spaces be used for parking and prohibited for temporary or permanent storage, become part of the permit and CC&Rs. The proposed tandem parking has a detrimental impact on the adjacent single family neighborhood. We fear existing street parking is inadequate to buffer the use of tandem parking to satisfy parking requirements. Tandem spaces have increased from 14 to 44 to 62 in the current plan version Existing street parking must be protected for current residents.

Staff Comment - Any uses of the parking spaces for purposes other than vehicular parking would not be consistent with the City's parking standards. In the event a violation of any permit regulation occurs, the City has a procedure to deal with this issue through Code Compliance.

- 4) The City and the applicant must work with community to support a petition for "B" District area parking on surrounding streets as approved by local residents.

Staff Comment - The proposed project is providing all the required parking on site. The City has an established procedure to evaluate the need for special parking districts. Should a future need arise, the community is encouraged to initiate this process.

Conclusion:

The proposed project would be located in close proximity to the College Avenue and El Cajon Boulevard intersection, which is identified as a commercial node in the College Area Community Plan. The community plan encourages pedestrian-oriented mixed and multiple use development in the node area and identifies transportation corridors such as El Cajon Boulevard for higher density residential use. The project proposes 3,000 square feet of commercial development fronting on El Cajon Boulevard with residential units located above and to the rear. Parking would be located behind the commercial uses in a street level garage, and in a subterranean parking garage. The proposed mixed-use project would implement the recommendations of the community plan to locate higher density residential development along transportation corridors and would contribute to the plan vision to create a mixed-use commercial node at the intersection of College Avenue and El Cajon Boulevard.

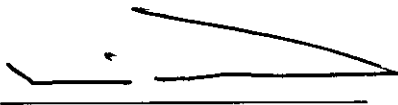
The project has been reviewed in accordance with all applicable development regulations including the Land Development Code, Central Urbanized Planned District Ordinance, Progress Guide and General Plan, College Area Community Plan, the Subdivision Map Act and the California Environmental Quality Act. Staff has considered the issues and determined the project complies with the applicable development regulations and would be consistent with the purpose and intent of the underlying and proposed zones. Staff believes the proposed mixed-use infill project is well designed and overall would be an asset to the neighborhood. Therefore, staff has provided the required findings to affirm the project and recommends that the Planning Commission forward this application to the City Council with a recommendation of approval.

ALTERNATIVES

1. Recommend that the City Council **Certify** Mitigation and Monitoring Report No. 83705, and **Adopt** the Mitigation Monitoring and Reporting Program; **Approve** Site Development Permit No. 265960; **Approve** Vesting Tentative Map No. 285780; **Approve** Easement Abandonment No. 265140; and **Approve** Rezone Action No. 265139, **with modifications**.

2. Recommend that the City Council **Not Certify** Mitigated Negative Declaration No. 83705, and **Not Adopt** the Mitigation Monitoring and Reporting Program; **Deny** Site Development Permit No. 265960; **Deny** Vesting Tentative Map No. 285780; **Deny** Easement Abandonment No. 265140; and **Deny** Rezone Action No. 265139, **if the findings required to approve the project cannot be affirmed**.

Respectfully submitted,



Mike Westlake
Program Manager
Development Services Department



Daniel Stricker
Project Manager
Development Services Department

ESCOBAR-ECK/DES

Attachments:

1. Aerial Photograph
2. Community Plan Land Use Map
3. Project Location Map
4. Project Data Sheet
5. Project Cover Sheet, Site and Garage Plans, Roof Plan
6. Elevations and Sections
7. Floor Plans
8. Landscape Plan
9. Civil Plans, including Vesting Tentative Map
10. Draft Vesting Tentative Map Conditions and Subdivision Resolution
11. Draft Permit with Conditions
12. Draft Permit Resolution with Findings
13. Draft Rezone Ordinance
14. Community Planning Group Recommendation
15. Ownership Disclosure Statement
16. Project Chronology