

**DATE ISSUED:** June 29, 2006

**REPORT NO. PC-06-068**

**ATTENTION:** **Planning Commission, Agenda of July 13, 2006**

**SUBJECT:** UPPER VOLTAIRE MIXED USE - PROJECT NO. 58800,  
PROCESS FOUR

**OWNER /  
APPLICANT:** Mike Stevens; Stevens Planning Group, Inc.

**SUMMARY**

**Issue:** Should the Planning Commission approve a mixed-use infill development of 28 for-sale residential units and 6 commercial units on a 0.97 acre site at 4104-64 Voltaire and 4105-07 Whittier Street within the Peninsula Community Planning Area?

**Staff Recommendation:**

1. **Certify** Mitigated Negative Declaration No. 58800;
2. **Approve** Site Development Permit No.172879
3. **Approve** Planned Development Permit No. 254753;
4. **Approve** Vesting Tentative Map No. 341372

**Community Planning Group Recommendation:** The applicant presented this project to the Peninsula Community Planning Board on October 20, 2005, where the Board voted 5-3-0to recommend denial of the project following a failed motion to approve 3-5-0 (Attachment 19).

**Environmental Review:** Mitigated Negative Declaration Number 58800 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 to archaeological and paleontological resources, and noise impacts.

**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 project proposes construction of 28 new dwelling units (two- and three-bedroom condominiums) with removal of two existing single-family residential structures. 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 project site is centrally located in the Peninsula community at the intersection of several neighborhoods and along a primary transit corridor. The area is officially designated as a redevelopment project area and is designated by the community plan for change from residential to multi-family development. The site is also designated as a potential Smart Growth area by the San Diego Association of Governments (SANDAG).

The project site as it exists today includes a commercial building (Dominos Pizza) [built in 1988], two unoccupied single-family houses [built in 1950] at 4105 Whittier Street, and accessory storage buildings [built in 1988] at 4064 Voltaire Avenue. All existing uses are proposed to be removed. The site is bisected by an overhead 69 kV San Diego Gas and Electric (SDG&E) regional distribution power line required by SDG&E to remain overhead, and a 12 kV SDG&E distribution line to be relocated and undergrounded along Nimitz and Voltaire.

The project site exists in a triangular shape between Whittier and Voltaire Streets at the Nimitz Boulevard overcrossing where Wabaska Drive and San Clement Streets join Voltaire Street. The site includes a portion of formerly vacated 60' San Clemente Street which was vacated with the construction of Nimitz Boulevard. Associated with the prior street vacation of San Clemente Street on the project site in 1978 a residual un-used 15' sewer easement of 0.395 acres remains (as shown on sheet 14340-B) which is proposed to be vacated by a separate summary vacation.

The northeasterly portion of the site contains a slope approximately 25 feet high from 75 feet above mean sea level (MSL) to 50 feet MSL. This slope is therefore not regulated as a "steep slope" per the SDMC Environmentally Sensitive Lands regulations. The project site is regulated by the CC-3-5 and RM-2-5 zones, and the following overlay zones: Coastal Height Limitation, Airport Approach, Airport Overlay, Airport Environs, and the Community Plan Implementation Overlay Area B. The site is not within the Coastal Overlay Zone.

## **DISCUSSION**

### **Project Description:**

The project proposes infill construction of 28 residential condominium units and six new commercial units as mixed-use development along a transportation corridor in a transitional area, a potential smart-growth area, and a redevelopment project area. The project proposes 23 two-bedroom units, and five three-bedroom units, in two- and three-story buildings, totaling 40,355 square feet gross floor area (GFA). Six commercial units would be provided ranging from 902 to 1,583 square feet for a total of 6,646 square feet GFA. Adding other ancillary uses such as parking and storage areas, the project proposes a total of 63,312 GFA for a total lot coverage of 20,354 square feet on a 42,153 square foot (0.97 acre) site (Attachment 8).

The project proposes a subdivision map as a condominium project as defined in Section 1350 *et sequens* of the Civil Code of the State of California and is filed pursuant to the Subdivision Map Act. The number of condominium dwelling units proposed is 28 and the number of commercial condominium units proposed is 6. The five existing lots would be consolidated into one pursuant to the Vesting Tentative Map (Attachment 8).

The project proposes three clusters of units (Buildings, A, B, and C) around a central drive access from Voltaire Street at the intersection of San Clemente Street. The alignment of the primary driveway corresponds to a required SDG&E easement to remain for overhead utilities. Secondary access would be provided from Whittier Street, but the two access points would not connect for pass-through traffic (blocked by gates). The building A cluster is located at the Whittier access. The building B cluster is located along Voltaire on the west end of the project site. The building cluster C is located along at the junction of Nimitz and Voltaire. Commercial units would front Voltaire Street at the ground level, with residential units above in building clusters B and C. Residential units would overlook the Nimitz Boulevard frontage in cluster C. No access is provided to Nimitz Boulevard. Six residential units would be located at the rear of the project site with access from Whittier Street in building cluster A. The majority of the residential units (17 or 61%) and all of the commercial units would obtain access from Voltaire Street. No drive-through access would be possible from Whittier Street to Voltaire Street. Pedestrian access would be allowed to cross through the project site from Whittier Street to Voltaire Street.

The Municipal Code requires that at least 21 of the 28 units provide required exterior open space. The project conforms to this requirement.

Parking for the project is provided in 71 vehicle parking spaces and six motorcycle spaces. The majority of the parking spaces (58 spaces or 82%) would be located in a below-grade parking structure. Surface parking would be provided for 13 spaces to serve the commercial uses. The project is required to provide 64 parking spaces: 57 residential and 7 commercial. The residential spaces are calculated at 46 spaces for the 23 two-bedroom units at a rate of 2.0, and 13 spaces for the five three-bedroom units at a rate of 2.25. Commercial parking is required at one space per 1,000 square feet. With 6,646 square feet of commercial space, seven commercial

parking spaces are required, while 13 surface commercial spaces are provided for a total of six extra commercial spaces. In addition to the required parking, 28 tandem spaces have been provided in the underground garage area which would be assigned to residential units. To determine the required number of parking spaces, each tandem stall only counts as one space. Therefore, the project provides 14 extra residential parking spaces that are not counted in the required total. In total, the project provides for a total of 20 surplus parking spaces.

The project scope includes grading and removal of unconsolidated fill material and rubble along the slope adjacent to Nimitz Boulevard in accordance with the recommendations of the geotechnical investigation report. The project proposes 10,950 cubic yards of cut to a maximum depth of 13 feet, exporting approximately 10,830 cubic yards of soil. Approximately 685 feet of retaining wall would be constructed to a maximum height of 13 feet. Construction traffic including truck traffic to remove the projected 10,830 cubic yards of soil, would be controlled by way of a traffic management plan to minimize impact to neighboring residents.

Landscaping plans call for nine street trees along Voltaire alternating as Raywood Ash and Hong Kong Orchid Trees consistent with the Community Street Tree Plan. Internal to the project site, a variety of evergreen patio trees, accent palms, shrubs, and vines would be provided. A concrete pedestrian pathway winds from Whittier Street access through the project site to allow pedestrian movement within and through the project site. The slope adjacent to Nimitz would be revegetated with native slope plant material. Proposed in the landscape plan are ironwood, Torrey and Bishop Pine and Hollyleaf Cherry, with a variety of native shrubs such as sages, manzanita, and lemonade berry, and native groundcovers associated with the coastal sage scrub plant community and as featured at the nearby Point Loma Native Plant Garden. Total plant points required for the project are 235, whereas the project provides a total of 380, thereby exceeding the planting requirements.

The project scope includes public improvements of sidewalk upgrades, and removal of existing curb cuts along Voltaire. Double Acorn style street lights would be provided along Voltaire Street consistent with the Community Plan. The existing bus stop along Voltaire Street would be relocated to the westerly end of the Voltaire right-of-way adjacent to the project site and configured to Americans With Disabilities Act (ADA) specifications. This relocation has been reviewed and approved by Metropolitan Transit System (MTS) / SANDAG staff and allows 80 feet of red curb for adequate bus access. The project also proposes traffic improvements further discussed in the traffic analysis section of this report. The project would remove 98 feet of existing driveway aprons (four curb cuts) and replaces with one, 24-foot driveway along Voltaire Street.

### **Required Approvals:**

The project as proposed would require the following discretionary approvals:

- a Site Development Permit due to the project location within the Community Plan Implementation Overlay Zone Area B per SDMC section 132.1402(b) Table 132-14B;
- a Planned Development Permit for deviations from the Municipal Code regulations; and

- a Vesting Tentative Map to create 28 residential and six commercial condominiums, consolidating five lots into one.

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 because it is not within the Coastal Overlay Zone.

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

#### Deviations

The project requests the following deviations from the requirements of the San Diego Municipal Code (SDMC):

- Maximum allowable wall height (SDMC 142.0340) to construct a 15 foot high retaining wall within the Street Side Yard setback adjacent to Nimitz Boulevard;
- A reduction in the front yard setback off Whittier Street, from the required 20 feet to 15 feet;
- A reduction in the interior side yard setback for the RM-2-5 zone to allow five feet versus 10% of the premises width (SDMC 131.0443(e)(2)(A) and 113.0243(b));
- Deck encroachment into the front yard setback along Whittier Street frontage in the RM-2-5 zone;
- Private exterior open space to observe no setback from the property line along Voltaire Street where nine feet is required.

While the applicant desired a project with no deviations, multiple staff reviews and project revisions were unable to produce the desired project without these deviations. The wall height is allowed due to the placement of the driveway and the Nimitz slope. The wall height is a structural issue to support the driveway on the slope. Staff is therefore able to support this deviation. The reduction of and encroachments into the setbacks in the RM zone is supported by staff to accommodate the density as allowed by the zone. The project is proposing six units in this zone where 10 are allowed. Staff supports the setbacks due to site restrictions with the required overhead SDG&E easement to remain. The reduction of private exterior open space along Voltaire is supported to bring the project / pedestrian interface as close as possible to the street front. Staff supports this variation to encourage pedestrian interaction with the storefronts and to keep “eyes on the street” from the balconies above. Staff therefore is able to support these requests for deviation.

#### Floor Area Ratio

The project proposes a total of 63,312 GFA on a 42,153 square foot (0.97 acre) site. The Floor Area Ratio (FAR) is therefore calculated as 1.5. The allowable FAR is 1.76. The FAR therefore complies with the Municipal Code requirement of 1.76 allowed, and 1.5 proposed.

## Density

The project proposes to construct 28 new residential units on a 0.97 acre site for a density of 28.8 dwelling units per acre (du/ac). The Peninsula Community Plan recommends a residential density of up to 29 du/ac. The proposed development therefore conforms to the land use plan.

The project site is regulated by two zones: CC-3-5 and RM-2-5. The CC-3-5 zone covers 26,866 square feet (64%) of the project site along the Voltaire Street frontage in the Community Plan Implementation Overlay Zone. The RM-2-5 zone covers 15,287 square feet (36%) of the project site along the Whittier Street frontage. The CC-3-5 zone is a Commercial Community designation to accommodate community-serving commercial services intended for high-intensity, pedestrian orientation. Residential use and residential parking are allowed within this zone only as part of a mixed-use development. Residential development within the CC zone is governed by the RM zone (131.0540(d)). As such, the CC zone portion of the site (as governed by the RM-2-5 zone) would allow one unit for each 1,500 square feet of lot area. At 26,866 square feet, the CC portion of the project site could have up to 18 residential units per the zone where 22 are proposed. The RM-2-5 zone permits medium-density multiple dwelling units at one dwelling unit for each 1,500 square feet of lot area. At 15,287 square feet, this portion of the project site could have 10 units, whereas six are proposed within this zone. However, density re-allocation is permitted as part of the Planned Development Permit (PDP) per SDMC 143.0410 (b)(2) without regard to zone boundaries. This is allowed by the Municipal Code and is not a deviation.

## Height

The project is located within the Coastal Height Overlay Zone and therefore must comply with the 30 foot coastal height limit. For the purpose of measuring height, building clusters A, B, and C, are all considered as one structure. The finish grade would be approximately 77 feet above mean sea level with the top of parapet at 106 feet above mean sea level (29 feet) changing gradually to a finish grade of approximately 78 feet above mean sea level with the top of parapet at 108 feet above mean sea level (30 feet).

## Transportation and Circulation

A traffic study was not required for the project since the project scope does not trigger the City of San Diego 1,000 daily trip threshold. However, the applicant elected to prepare a traffic study because of known local community concerns with traffic and circulation. A traffic study was therefore prepared and reviewed and accepted by the City of San Diego to evaluate existing and long-term cumulative traffic issues (Attachment 10).

As part of the project, the applicant has voluntarily agreed to bond for two sets of improvements to Voltaire Street. The first set of improvements includes providing a median opening to allow eastbound left turns only into the project driveway. Remaining project traffic at this driveway, as well as San Clemente Street traffic, will be restricted to right-in-right-out movements only. Westbound vehicles on Voltaire Street cannot physically make a U-turn at Catalina Boulevard to proceed easterly due to lack of roadway width. Therefore, project trips would head south on Catalina Boulevard and seek an alternative route.

The second set of improvements includes removing the median to provide full access for both the project driveway and San Clemente Street. Both Voltaire Street approaches will remain uncontrolled, while the project driveway and San Clemente Street approaches will remain stop-controlled. The median will be removed and a center turn lane added (restripe) along Voltaire Street from Wabaska Drive to Catalina Boulevard. The existing traffic signal and northbound channelizing island (also known as a “pork chop”) would be removed from the intersection of Voltaire Street and Wabaska Drive. An all-way stop sign would be installed at the intersection of Voltaire Street and Wabaska Drive.

In addition to these improvements, the applicant proposed and agreed to the following:

- Create (restripe) a 10-foot center turn lane along Famosa Boulevard between Whittier Street and Nimitz Boulevard to provide for storage for vehicles waiting to turn left from Famosa Boulevard onto Whittier Street.
- This restriping will eliminate three on-street vehicle parking spaces on the east side of Famosa Boulevard just south of Nimitz Boulevard. Replacement of these spaces is proposed for existing parking lot at the southwest corner of Catalina and Famosa Boulevards and Whittier Street. This parking lot is located within the public right of way.
- To discourage drivers from blocking the intersection while waiting in the mainline queue and to improve driver awareness of Whittier Street vehicles, the project will install “Do Not Block Intersection” signage along Catalina and Famosa Boulevards for both the northbound and southbound approaches, and will paint “Keep Clear” pavement markings in the center of the intersections.

These features together with the center turn lane should provide more frequent gaps into the mainline traffic stream to allow Whittier Street drivers to more easily turn onto Catalina Boulevard / Famosa Boulevard.

These improvements have been proposed and agreed to by the applicant and are therefore not considered required mitigation for the project.

The timing and implementation of the second set of improvements will be at the discretion of the City Engineer in consultation with the North Bay Redevelopment Project Area program manager and the Voltaire Street Bridge Over Nimitz Boulevard project.

This project also provides for traffic signal interconnect and central communications to 35 traffic signals in the Point Loma and Ocean Beach areas as part of the Point Loma / Ocean Beach Traffic Signal Interconnect System. Completion of this broader Interconnect project will result in improved Level of Service (LOS) during peak periods.

The traffic analysis studied the following streets.

- Voltaire Street, a 40-foot, two-lane collector (capacity 10,000 ADT) expanding to 50 feet (capacity 15,000 ADT) between Catalina Boulevard and Wabaska Street. The ultimate

classification of Voltaire Street is a two-lane major, according to the Peninsula Community Plan.

- Catalina Boulevard, a 40-foot, two-lane collector (capacity 10,000 ADT). The ultimate classification is a two-lane major, according to the Peninsula Community Plan.
- Famosa Boulevard, a 40-foot, two-lane collector (capacity 10,000 ADT). The ultimate classification is a two-lane major, according to the Peninsula Community Plan.
- Wabaska Street, a 64-foot, four-lane collector (capacity 15,000 ADT), not classified in the Peninsula Community Plan.
- Whittier Street, a 40-foot, two-lane residential street not classified in the Peninsula Community Plan.

All roadway segments currently operate a Level of Service (LOS) D or better except for:

- Voltaire Street west of Catalina Boulevard (LOS E)
- Voltaire Street between Catalina Boulevard and Wabaska Drive (LOS E)
- Catalina Boulevard south of Voltaire Street (LOS F)
- Catalina Boulevard / Famosa Boulevard between Voltaire Street and Nimitz Boulevard (LOS F).

The proposed project is anticipated to generate a net total of 254 daily trips with 15 in the morning peak hour and 23 in the afternoon peak hour. For a conservative analysis (over estimates the impacts for a bounding-case analysis), 434 daily total driveway trips were used in the traffic analysis.

The analysis of the project considered cumulative impacts of other proposed development. The analysis results in LOS D or better at all intersections except for the following:

- Whittier Street and Catalina / Famosa Boulevard which would operate at LOS E in the morning peak hour. Since the increase in delay due to the project is less than 2.0 seconds, a significant impact does not occur.
- Voltaire Street and Catalina Boulevard which would operate at LOS F in the evening peak hour. Since the increase in delay due to the project is less than 2.0 seconds, a significant impact does not occur. The project contributes to only 3% of the total entering volume at this intersection during the even peak hour.



## Geology

The project site is located in a generally favorable geologic area with no fault buffers in the project site, although a fault buffer does exist to the east of Nimitz Boulevard. A Geotechnical Investigation was conducted which determined that no unusual geologic hazards existed at the project site but recommended removal of unconsolidated and undocumented fill material.

## Environmental

The environmental effects of the project have been analyzed pursuant to the California Environmental Quality Act (CEQA) in a Mitigated Negative Declaration (MND). The MND found the project to require mitigation to reduce to below a level of significance, potential impacts to noise, archaeological resources, and paleontological resources.

The MND summarizes past use of the site as investigated in a Phase I and II Environmental Site Assessment. Due to past uses of the site (automobile storage yard), additional soil sampling was conducted to test for petroleum hydrocarbon contamination, concluding with no detection.

The MND specifies mitigation for noise impacts due to the project's location in proximity to Nimitz Boulevard and Voltaire Street. Future cumulative noise impacts along the Voltaire Street frontage were calculated to be at 70 decibel (dB) Community Noise Equivalent Level (CNEL). Therefore, noise walls for balconies for all residential units that face either Voltaire Street or Nimitz Boulevard would be required noise mitigation to bring the noise level to 65 dB CNEL.

The project is subject to the Airport Environs Overlay Zone in accordance with SDMC 132.0302(a). Per 132.0306(b)(1), "the applicant must demonstrate that indoor noise levels that are attributable to airport operations shall not exceed 45db. The applicant will be required to spend no more than 10% of construction costs to meet noise attenuation requirements."

## Airport Compatibility

The project location is within the Airport Influence Area (AIA), the Airport Approach Overlay Zone (AAOZ), and the Airport Environs Overlay Zone (AEOZ) within the 70 decibel (dB) Community Noise Equivalent Level (CNEL). As Lindbergh Field is considered by the State of California as a "noise problem" airport, no incompatible land uses should be permitted. Within the 70 dB CNEL, incompatible land uses include office buildings, auditoriums, churches, concert halls, and indoor arenas. Table 1 of the SDIA ALUCP specifies that the land use for residence and other uses would be compatible when an aviation easement has been obtained. To be considered consistent with the San Diego International Airport (SDIA) October 2004 Airport Land Use Compatibility Plan (ALUCP)<sup>1</sup>, an aviation easement would therefore need to be obtained from the Airport Authority. SDMC 132.0309(a) likewise requires an aviation easement.

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<sup>1</sup> <http://www.san.org/documents/planning/aluc/SDIA%20ALUCP.pdf>

The ALUCP specifies density limitations on in-fill development. To be consistent with the ALUCP, the proposed density must not exceed 110% of the average intensity of existing uses within a ¼ mile radius of the project site. Because the project site is located within the Airport Approach Overlay Zone (AAOZ) at 250-300 feet above the site, this provision of the ALUCP applies when making a consistency determination. The project site is within Census Tract 74 for which the total population is 3,194 persons according to the 2000 Census (Attachment 16). The project proposes to add 28 residential units. An average family size for this Tract is 2.68, therefore resulting in an anticipated resident population of 75 people (2.68 people/unit x 28 units). With the total population of the tract at 3,194 persons, an increase by 110% would equate to 319 new people. As the project proposes to increase the local population by less than 110% of the tract average, it is therefore anticipated that it would conform with the provision of the ALUCP once a request is submitted to the Airport Authority for a formal consistency determination.

#### Redevelopment Project Area Compatibility

The proposed project is located within the 1,360 acre North Bay Redevelopment Project Area. However, the Upper Voltaire Mixed Use 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 would be a catalyst in promoting and attracting public and private investment that would benefit the overall Redevelopment Project Area.

The provision of new housing and commercial opportunities at the existing Metropolitan Transit System (MTS) bus stop 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.

#### Community Plan Analysis:

The project is within the Peninsula Community Plan Implementation Overlay Zone Area B. As such, the project requires a Site Development Permit to ensure the project conforms with the recommendations of the Peninsula Community Plan (Attachment 18). The Plan makes the following recommendations / observations with which the proposed project conforms:

- The project is located in a transition area from single to multi-family.
- Long-term potential exists for redevelopment of the stagnant Voltaire commercial strip allowing residential units on upper floors with densities up to 20 dwelling units per acre.
- Promote multi-family in-fill in areas proximate to transit lines.
- Promote sensitive redevelopment and neighborhood commercial uses in the Voltaire

- Encourage the evolution of the Voltaire strip into a more concentrated and compact neighborhood commercial district to encourage community-based and related recreational shopping and pedestrian interaction.
- New commercial uses should be restricted to blocks between Venice and Worden Streets to encourage a concentrated and compact pattern of commercial development.
- All parking facilities should be designed to be compatible with pedestrian circulation and screened from public view.
- The commercial and residential areas should encourage pedestrian orientation and include pedestrian and bicycle pathways in their design.
- Bulk and scale should be controlled through use of vertical and horizontal offsets and architectural features which serve to break up building façades.
- The use of interest nodes; a chain of shops or plaza space, at reasonable walking distance can help entice pedestrian movement.

The project location is central to the Peninsula Community at the junction of several neighborhood areas: Loma Palisades, Loma Alta, Loma Portal, Point Loma Highlands, and Ocean Beach Highlands (Attachment 1). Due to this central location, the project is well-suited to provide pedestrian-oriented development opportunities. An analysis has been completed to study the walking distance from the project site to near-by amenities. The analysis finds approximately 114 local amenities within a five to ten minute walk from the project site. Amenities within walking distance include local commercial / business, recreation, restaurants, fire station, schools, and grocery stores (Attachment 17).

The Community Plan designates this location as an area in transition, an area that should be upgraded to a viable community commercial center, an area within the Community Plan Implementation Overlay Zone, in the North Bay Redevelopment Project Area, and specifically not within an area that is protected as single-family neighborhood (Attachment 4).

The San Diego Association of Governments (SANDAG) is also considering this central location as a Smart Growth Site (SD-PA-2) in accordance with Regional Comprehensive Plan (RCP) as redevelopment in this location supports the goals of Smart Growth. The draft Smart Growth Concept Map contains almost 200 existing, planned, or potential smart growth locations. Transportation and planning professionals from all jurisdictions have provided recommendations for these locations (Attachment 12).<sup>2</sup>

Although this project would carry out the goals of the community plan as described above, the community planning group voted to recommend denial of the project (see discussion below).

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<sup>2</sup> <http://www.sandag.org/index.asp?projectid=296&fuseaction=projects.detail>

### **Community Input:**

The Peninsula Community Planning Board heard the item on Thursday, September 15, 2005 with a motion (approved 6-3-1) to continue the item to the October meeting. The item was heard at the October 20, 2005 meeting where a motion to approve the project failed by a vote of 3-5-0. Concerns were expressed over traffic, congestion, and inappropriate growth for the area. A subsequent motion was then made to deny the project, which carried by a vote of 5-3-0.

On record with Development Services Department are 40 petitions signed by 60 local residents; and e-mails by nine residents voicing their concerns with the project stating that the proposed development is not consistent with the best interest of the community (Attachment 20). A summary of community concerns follows:

- No more growth
- Too much traffic, not enough parking
- Do not add more traffic on Whittier which is currently a dead-end street
- Loss of property value and harm to local business
- Does not benefit community
- Daily accidents.

Development Services Department staff have read each of these issues. This staff report further addresses these concerns from a technical perspective.

Although allowed by the zone, a primary concern of the local public is the increase in density. The project originally proposed an Affordable Housing Density Bonus for a total of 35 units. However, due in part to concerns from the community regarding density, the applicant reduced the size of the project from the original 35 units to 28 units. As noted in the attached petitions, however, the community would like to see the project further scaled back. The remaining primary concern is traffic congestion as further discussed in the Traffic section of this staff report and have been discussed in person with members of the public in the following meetings:

- March 21, 2005 – applicant meeting with Loma Alta Villas Homeowners Association and others
- October 17, 2005 – file review at Development Services Department with Allen Peugh and Eric Gilbert
- November 3, 2005 – file review at Development Services Department with Mr. and Mrs. Gilbert
- November 8, 2005 – file review at Development Services Department with Mr. Gilbert
- May 15, 2006 – file review at Development Services Department with Mr. Peugh.
- May 18, 2006 – meeting with Development Services Department Transportation staff with Mr. Peugh and Mr. Gilbert.

**Fire Response Times:**

The project would be constructed with a fire alarm system in each building and in accordance with fire code.

Response time is calculated using Emergency Response Management System (ERMS) programming, which routes point-to-point from the Fire Station to the address and includes standard chute/turnout time. Response time was provided by Sam Oates on October 7, 2005. Responses were calculated both for access to Whittier Street and to Voltaire Street. For each address, the first in engine company is Engine 15, located at 4711 Voltaire Street. Engine 15 is able to reach each address within the national standard of five minutes, and is not over capacity for yearly incidents by national standard.

A primary concerns raised by local residents is that traffic congestion could interfere with response time. The Fire Department is not concerned that the increase in project density would affect response time as they are able to respond real-time to traffic congestion by the dispatchers.

The following table provides a summary of the response times to the project site.

***Table 1: Fire Department Response Times***

<b><i>Responding Vehicle E = Engine T = Truck</i></b>	<b><i>Responding Fire Station and Location</i></b>	<b><i>Response Time (in minutes)</i></b>	
		<b><i>4105 Whittier St</i></b>	<b><i>4064 Voltaire St</i></b>
E15	15 Voltaire & Ebers	2.1	2.0
E22	22 Catalina & Savoy	3.5	3.4
E20, T20	20 Kemper & Midway	3.9	3.9
E21, T21	21 Grand & Mission	9.2	9.2

**Park Fees:**

Park Fees are required and due at building permit as \$100.00 per single family unit and \$75.00 per multi-family unit per SDMC 96.0401.

## CONCLUSION

The proposed request to construction the mixed use project known as Upper Voltaire Mixed Use consists of 28 for-sale residential units and 6 commercial units on a 0.97 acre site at 4104 Voltaire Street within the Peninsula Community Planning Area.

The project site is located centrally in the Peninsula community at the intersection of several neighborhoods and along a primary transit corridor. The existing conditions are officially recognized as a Redevelopment Project Area in an area marked for change from single-family residential to multi-family development. The site is also designated as a potential Smart Growth area by the San Diego Association of Governments (SANDAG). The proposed project has been shown to conform with the Peninsula Community Plan. However, the proposed project remains opposed by the Peninsula Community Planning Group and several of the local residents due to concerns over traffic and increase in density. Staff analysis shows that the proposed project would not result in significant traffic impacts, and that the proposed increase in density is in agreement with the planning documents and the zone.

## ALTERNATIVES

1. **Certify** Mitigated Negative Declaration No. 58800; **Approve** Site Development Permit No.172879; **Approve** Planned Development Permit No. 254753; **Approve** Vesting Tentative Map No. 341372; and **Recommend** that the City Council approve Easement Abandonment 341383; **with conditions**.
2. **Deny** Mitigated Negative Declaration No. 58800; **Deny** Site Development Permit No.172879; **Deny** Planned Development Permit No. 254753; **Deny** Vesting Tentative Map No. 341372; and **Recommend** that the City Council not approve Easement Abandonment 341383.

Respectfully submitted,

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Mike Westlake  
Deputy Director  
Development Services Department

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Cory Wilkinson  
Development Project Manager  
Development Services Department

Attachments:

1. Location Map
2. Aerial Photograph
3. Photo Survey
4. Community Plan Land Use
5. Zone
6. Project Data Sheet
7. Ownership Disclosure Statement
8. Project Plans
9. Easement Abandonment
10. Traffic Study
11. Road Stripe Plan
12. SANDAG Smart Growth Area
13. Environmental Site Assessment
14. Noise Analysis
15. Water Quality Technical Report
16. Density Analysis
17. Neighborhood Walkability Analysis
18. Community Plan Analysis
19. Community Planning Group Discussion and Outreach
20. Community Issues / Responses / e-mail communication / meeting documentation
21. Draft Permit with Conditions
22. Draft Resolution with Findings
23. Draft Vesting Tentative Map Subdivision Resolution
24. Project Chronology