

# UPTOWN PLANNERS

Uptown Community Planning Group

AGENDA

## NOTICE OF PUBLIC MEETING

**September 6, 2011 – 6:00-9:15 p.m.**

Joyce Beers Community Center, Uptown Shopping District

(Located on Vermont Street between the Terra and Aladdin Restaurants)

**I. Board Meeting: Parliamentary Items/ Reports: (6:00 p.m.)**

- A. Introductions
- B. Adoption of Agenda and Rules of Order
- C. Approval of Minutes
- D. Treasurer's Report
- E. Website Report
- F. Chair/ CPC Report

**II. Public Communication – Non-Agenda Public Comment (3 minutes);** Speakers are encouraged, although not required, to fill out public comment forms and provide them to the secretary at the beginning of the meeting. **(6:15 p.m.)**

**III. Representatives of Elected Officials: (3 minutes each) (6:30 p.m.)**

**IV. Consent Agenda: None**

**V. Potential Action Item: (6:45 p.m.)**

- 1. ST. PAUL'S CATHEDRAL AND RESIDENCES, VESTING TENTATIVE MAP, NEIGHBORHOOD DEVELOPMENT PERMIT, SITE DEVELOPMENT PERMIT, AND PUBLIC RIGHT-OF-WAY ENCROACHMENT – (Process Five) --** – Bankers Hill/Park West – Construction of two mixed-use buildings with a total of 110 dwelling units, 20,027 square feet of office use, and 6,109 square feet of retail and restaurant uses. The project also includes additional religious use facilities on the 30,612 square-foot site at the St. Paul's Cathedral. The 17-story Olive Street Building proposes a total overall height of 180-feet, which requires deviations from the 150-foot height limit of the MR-400 and CV-1 zones. It is located on a 25,805-square-foot parcel on the south side of Olive Street and would contain 65 dwelling units (including 6 affordable units), 14,209 square-feet of offices, and 924 square-feet of retail space, and underground parking. The 13-story Nutmeg Street Building (with a total overall height of 150 feet), is on a 20,075-square-foot parcel on the southeast corner of Olive Street and Fifth Avenue, and would contain 45 dwelling units (including five affordable units), 5,818 square feet of offices, and 5,185 square-feet of retail and/or restaurant space, and underground parking: MR400 Zone, CV-1, AAOZ, Transit Overlay Zone, Residential Tandem Parking. **(See Attachment 1)**
- 2. PLAZA DE PANAMA CIRCULATION & PARKING STRUCTURE PROJECT BALBOA PARK MASTER PLAN AMENDMENT, CENTRAL MESA PRECISE PLAN AMENDMENT, SDP –** Balboa Park – Site Development Permit (SDP) to implement the Balboa Park Plaza de Panama Project. Project goals include rehabilitation of the Plaza

de Panama consistent with the original vision of a ceremonial plaza and gathering space by eliminating vehicle traffic from Plaza de Panama, El Prado, Plaza de Panama and the Esplanade. Project elements include: **(7:15 p.m.)**

**1. Plaza de Panama:** Eliminate automobile traffic from the Plaza de Panama and adjacent promenades and remove parking from the Plaza.

**2. El Prado and Plaza de Panama:** Allow pedestrian use of El Prado and Plaza de California by re-routing traffic to the bypass bridge.

**3. Bypass Road and Bridge:** Construction of a new two-way bypass road starting at the east end of the Cabrillo Bridge and continuing through the eucalyptus grove around the southwest corner of the Museum of Man to the Alcazar Parking Lot.

**4. Alcazar Parking Lot and Walkway:** Redesign the Alcazar Parking Lot to provide additional accessible parking as well as passenger drop-off, museum loading, and valet.

**5. Esplanade & Pan American Road:** Reclaim both the Esplanade and Pan American Road for pedestrian access by rerouting vehicle traffic west of Pan American Road.

**6. Parking Structure and Roof-top Park:** Construct a new parking structure with a roof-top park and garden at the location of an existing Organ Pavilion surface parking lot. The new multi-level underground structure would consist of 265,242 square-feet with 785 parking spaces on three levels. The new rooftop park would consist of 97,000 square-feet **(See Attachment 2)**

#### **VI. Informational Item (8:30 p.m.)**

- 1. DEPARTMENT OF MOTOR VEHICLES MIXED USE PROJECT – Hillcrest --.** In 2008, the State of California Department of Motor Vehicles solicited a request for proposals for a public-private project including a replacement for the Hillcrest DMV facility located at 3960 Normal Street, and private development on the remaining portion of the property, subject to a long-term ground lease. The San Diego firm of Lankford & Associates, Inc. was selected for the project, and now is formulating plans for the replacement DMV facility and other uses on the site. Lankford team members will be introduced at the September 6<sup>th</sup> Uptown Planners meeting, and provide an overview of upcoming milestones and opportunities for community input.

#### **VII. Action Items: New (8:55 p.m.)**

- 1. UPTOWN COMMUNITY PARKING DISTRICT REORGANIZATION – Uptown --** TurpinMcLaughlin Communications has been retained by the City of San Diego to make a recommendations for the reorganization of the Uptown Parking District, which includes the communities of Hillcrest, Bankers Hill/Park West, Five Points/Middletown, Mission Hills and the Hospital District; the final report by the consultant was discussed at August meeting of the board.
- 2. REQUEST FOR LETTER OF SUPPORT FOR 22nd ANNUAL AIDS WALK --** Event will take place on September 22, 2011 in Balboa Park and on Sixth Avenue.
- 3. REQUEST FOR LETTER OF SUPPORT FOR NIGHTMARE ON NORMAL STREET –** Event will take place on October 29, 2011 at The Center on Normal Street.

## VIII. Community Reports:

1. **SANDAG 2050 Transportation Plan**—the draft SANDAG 2050 Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) has been issued and is under review. "SANDAG has crafted a Draft Plan calling for \$196 billion to be invested during the next 40 years in the San Diego region that will integrate the transportation system, transform the transit network, and create sustainable communities. The Draft 2050 RTP and its SCS demonstrate that the Plan meets state greenhouse gas reduction targets while proposing to preserve more than half of the region's land as open space, create 156 new miles of trolley services, add 130 miles of Express Lanes to facilitate carpools, vanpools, and premium bus service, and dedicate \$3.4 billion for bicycle and pedestrian projects. For an interactive online tour of the Draft Plan, visit [www.Envision2050sd.com](http://www.Envision2050sd.com)."
2. **Fifth & Thorn Project** – A substantial conformance review application has been filed (Distribution Sheet dated 25 Aug 2011) to revise the design of the Fifth & Thorn project. The height of the project is reduced from 150-feet to 79-feet; the FAR is reduced, the type of construction is changed from concrete to wood framing, there will be increased setbacks, and the design will be modified with a different massing and architectural style. The number of units will remain at 100; however, they will be smaller: including 40 studios averaging 550 sq. ft., 39 one-bedroom units averaging 700 sq. ft., and 21 two-bedroom units averaging 1,000 sq. ft.
3. **Uptown Interim Height Ordinance** – On July 26th, the City Council approved another 180-day extension of the Uptown Interim Height Ordinance. As stated in the attached Uptown Planners letter dated July 5, 2008, a reason Uptown Planners sought the enactment of the ordinance was a concern over the proliferation of high rise, large unit projects. *(See Attachment 3)*
4. **San Diego Unified School District Education Center Redevelopment** -- The SDUSD is exploring options to redevelop its education center at 4100 Normal Street in University Heights; it will come to Uptown Planners as an agenda item in October 2011. Among the uses being considered at the education center site are a library, community center, shops and retail, and housing. SDUSD want input from the Uptown community prior to developing a bid proposal.
5. **Hillcrest Pride Flag Project** -- Proposed flag pole at the northern corner of Normal Street and University Avenue – the flag pole would be 65-feet in height and be situated in the center medium of Normal Street; a gay pride flag would be flown on the flag pole. *(See Attachment 4)*

## IX. Adjournment: (9:15 p.m.)

## X. NOTICE OF FUTURE MEETINGS

**Uptown Planners:** Next meeting: October 4, 2011, at 6:00 p.m., at the Joyce Beers Meeting Room on Vermont Street in the Uptown Shopping District; the agenda will include the **SDUSD Project, Gossip Grill Outdoor Café, Baja Betty's Outdoor Café,** and the proposal **Hillcrest Pride Flag Project** at the corner University Avenue and Normal Street.

**All times listed are estimates only: an item may be heard earlier than the estimated time:**

Anyone who requires an alternative format of this agenda or has special access needs, please contact (619) 835-9501 at least three days prior to the meeting. For more information on meeting times or issues before Uptown Planners, contact Leo Wilson, Chair, at (619) 231-4495 or at [leo.wikstrom@sbcglobal.net](mailto:leo.wikstrom@sbcglobal.net). Uptown Planners is the City of San Diego's recognized advisory community planning group for the Uptown Community Area. **(Attachments 1 – 4 are below)**

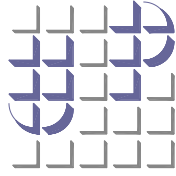












## UPTOWN PLANNERS

1010 University Avenue, PMB 1781  
San Diego, CA 92103  
(619) 231-4495

July 5, 2008

Re: Uptown Planners: Letter of Support for the Interim Height Limitation  
City Council Agenda Item # 335; July 8, 2008;

Dear President Peters and Members of the City Council:

I am writing this letter on behalf of Uptown Planners. As the Planning Staff Report for item # 335 correctly states, Uptown Planners has voted on three separate occasions to support the enactment of the Interim Height Limitation proposal which is on your July 8, 2008 agenda:

1. On June 6, 2006; Uptown Planners voted 12-2-1 to support the adoption of an interim height limitation for Uptown; with the recommendation that it remain in effect for the duration of the Uptown Community Plan update process;
2. On November 6, 2007, Uptown Planners voted 11-3-1 to support the interim height limitation proposal presented by the Mayor's office, which represented a compromise between the original proposals made by the Independent Task Force, chaired by Barry Hager, and the Mayor's Office. I attended many of the meetings between the Independent Task Force representatives and the CPCI planning staff, and can attest the proposal presented to Uptown Planners on November 6<sup>th</sup> was a compromise -- the result of several negotiation sessions.

Uptown Planners voted to support the Mayor's proposal, with Brookes Street as the southern boundary of the mandatory zone, recognizing it was a compromise. It did this, despite substantial community support expressed at the November meeting for establishing the boundary two blocks south at Upas Street;

3. On March 4, 2008, Uptown Planners voted 11-3-1 to support the relocation of the boundary of the mandatory height limitation south from Brookes Street to Upas Street in Hillcrest. Mayor Sanders had attended a Hillcrest Town Council meeting on February 13, 2008, where he stated he had no objection to the boundary being move two blocks south to Upas Street. The Mayor also indicated he felt that limiting height for new buildings to 65-feet during the Uptown Community Plan update was a "reasonable compromise."

It should be noted that at the recent board elections for Uptown Planners, two opponents of the Interim Height Limitation were replaced with two individuals who support it. The one abstention in each vote was the chair, who does not vote except to break a tie.

In addition to the four meetings indicated above, the Interim Height Limitation was on the agenda for Uptown Planners on both September 4, 2007 and October 2, 2008; each meeting was attended by upward of 100 people – who were overwhelming in support.

Likewise, at the Hillcrest Town Council meeting at which Mayor Sanders attended, there were approximately 110 individuals in attendance. When a straw vote was taken of the audience of whether they supported the proposed Interim Height Limitation proposal; approximately 110 hands went up; by contrast only two or three hands went up in opposition.

Uptown has a balanced housing stock, which includes both affordable and workforce housing. Presently, low and moderate income housing in Uptown is being replaced by high rise, low density projects, with units that sell for well over a million dollars. If this trend continues, then Uptown will be transformed into an exclusive enclave inhabited by the very affluent. One component which creates the unique character of Uptown is its diverse mix of residents – which reflects a population drawn from all income levels.

Planning staff correctly determined (Executive Summary, pg. 1) that the Interim Height Limitation will not affect density; as current or even higher densities could be achieved by reducing the sizes of units, as indicated in the quote below:

HOUSING IMPACT: The proposed amendment could result in multi-family residential development with smaller units and with multiple units per floors compared with existing developments that have developed to the maximum building height allowed by the current zoning. The proposed amendment could, still allow maximum density of the base zone to be reasonably achieved and would not preclude projects from meeting the minimum residential densities in the Uptown Community Plan.

An example of the extremely large size of project units currently being built in Uptown is one applicant's response to a planning staff's recommendation that affordable housing be included in a proposed structure:

“Lastly, the units in the new structures are tremendously large and will have high maintenance, energy, and HOA cost that would not be economically feasible for low-income households”

I would urge you to approve the Interim Height Limitation as proposed, with the south boundary of the mandatory zone beginning at Upas Street; as recommended by the Land Use & Housing Subcommittee, Uptown Planners, and the vast majority of Uptown residents.

Leo Wilson  
Chair  
Uptown Planners



