Grantville Master Plan

Stakeholders Committee Meeting
March 9, 2009

CIVITAS ICF Jones & Stokes

Tonight's Agenda

Smith Plan Update

Charrette Summary

Master Plan Alternatives (from Charrette)

- Transportation Alternatives – Street Improvements
- Charrette Alternatives

Massing study and floor area ratio (FAR) description

Next Steps

FEHLMAN LABARRE
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2625 State Street
San Diego, CA 92103
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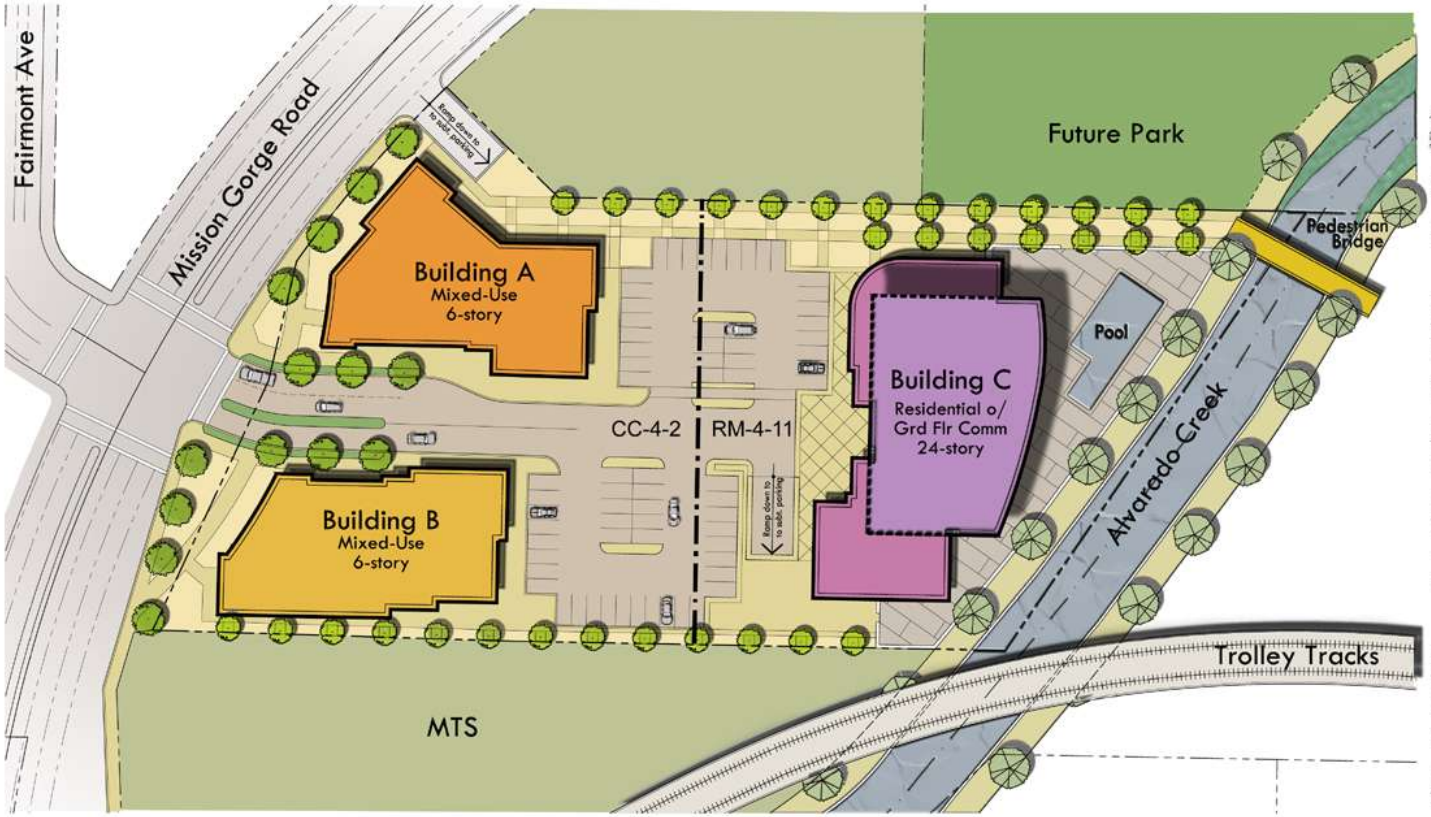
Dan Smith

Grantville Aerial

Alvardo Creek Plaza, San Diego, CA

January 28, 2009



Key Map

Summary

Site Area 3.12 Ac (135,908 sf)

Buildings	
Building A	72,000 sf
Building B	72,000 sf
Building C	296,000 sf
Subtotal	440,000 sf
Parking	135,000 sf
Total	575,000 sf
FAR Proposed	5.0

Parking Targets		
Retail	(24,000 sf @ 4/1000)	96
Office	(120,000 sf @ 4/1000)	480
Residential	(@ 1/Bedroom)	320
Total		896

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Site Plan

Alvarado Creek Plaza, San Diego

January 28, 2009

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Image Board

Alvardo Creek Plaza, San Diego, CA

January 28, 2009

Charrette Summary

Vision Statement

Our vision for Grantville in the year 2030 is for the improvement and reestablishment of an older neighborhood in central San Diego. We envision an attractive, balanced community with a desirable quality of life that capitalizes on its proximity to a network of freeways, trolley lines, natural environment, waterways, and open spaces. In the year 2030, Grantville is a community that…

- Respects the vitality and livelihood of locally owned and operated businesses while promoting the expansion of new business opportunities;
- Contains an appropriate mix of auto, pedestrian, bicycle, and public transportation opportunities for optimum mobility;
- Offers a variety of housing opportunities while considering neighborhood scale and integrity;
- Connects residents and visitors to the San Diego River while providing safe and adequate buffers from developed areas; and
- Contains sufficient public facility amenities such as neighborhood and community parks, libraries, schools, and emergency services.

Transportation

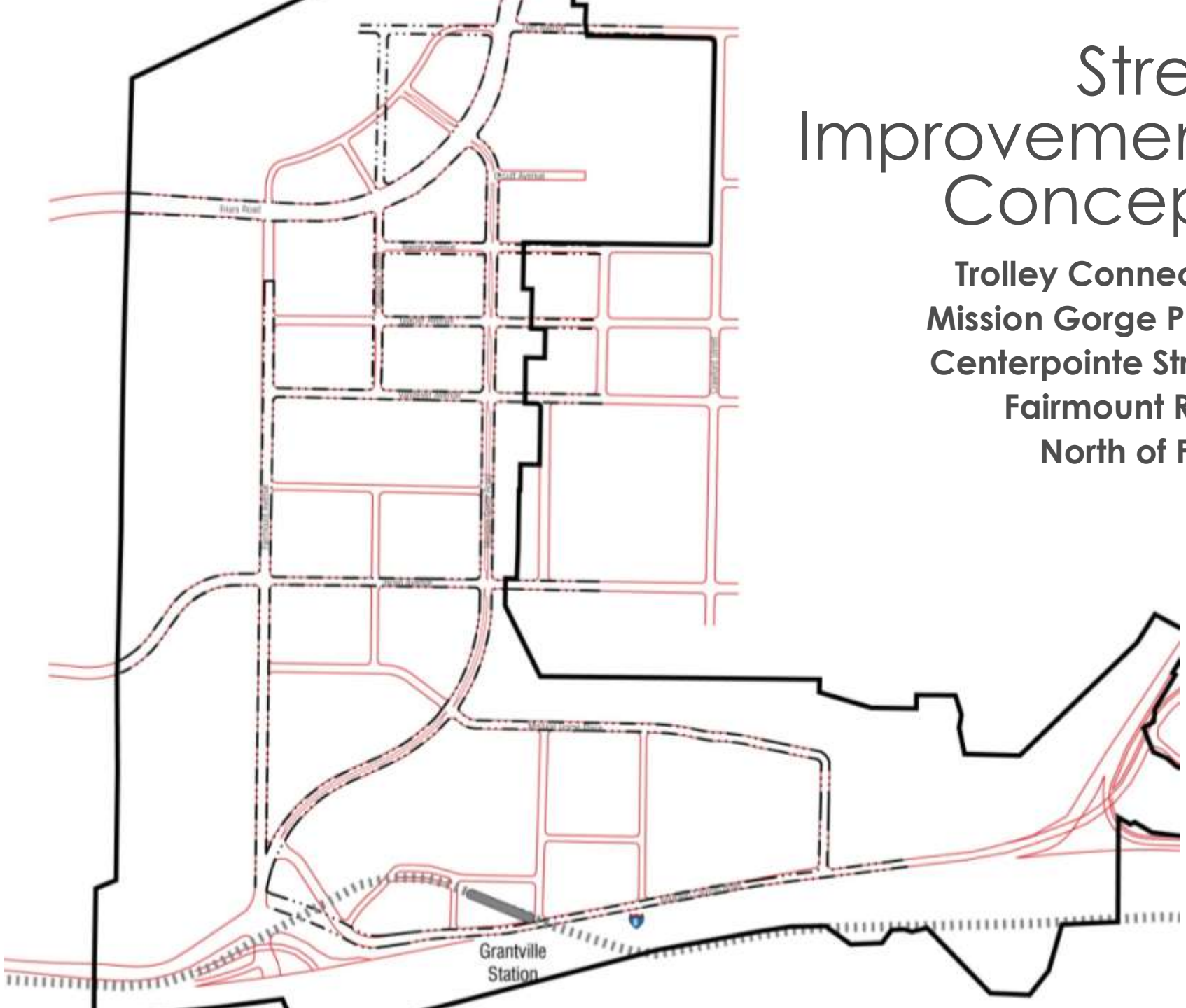
Street Improvements Diagrams

Street Section Concepts

Alvarado Canyon Road Realignment

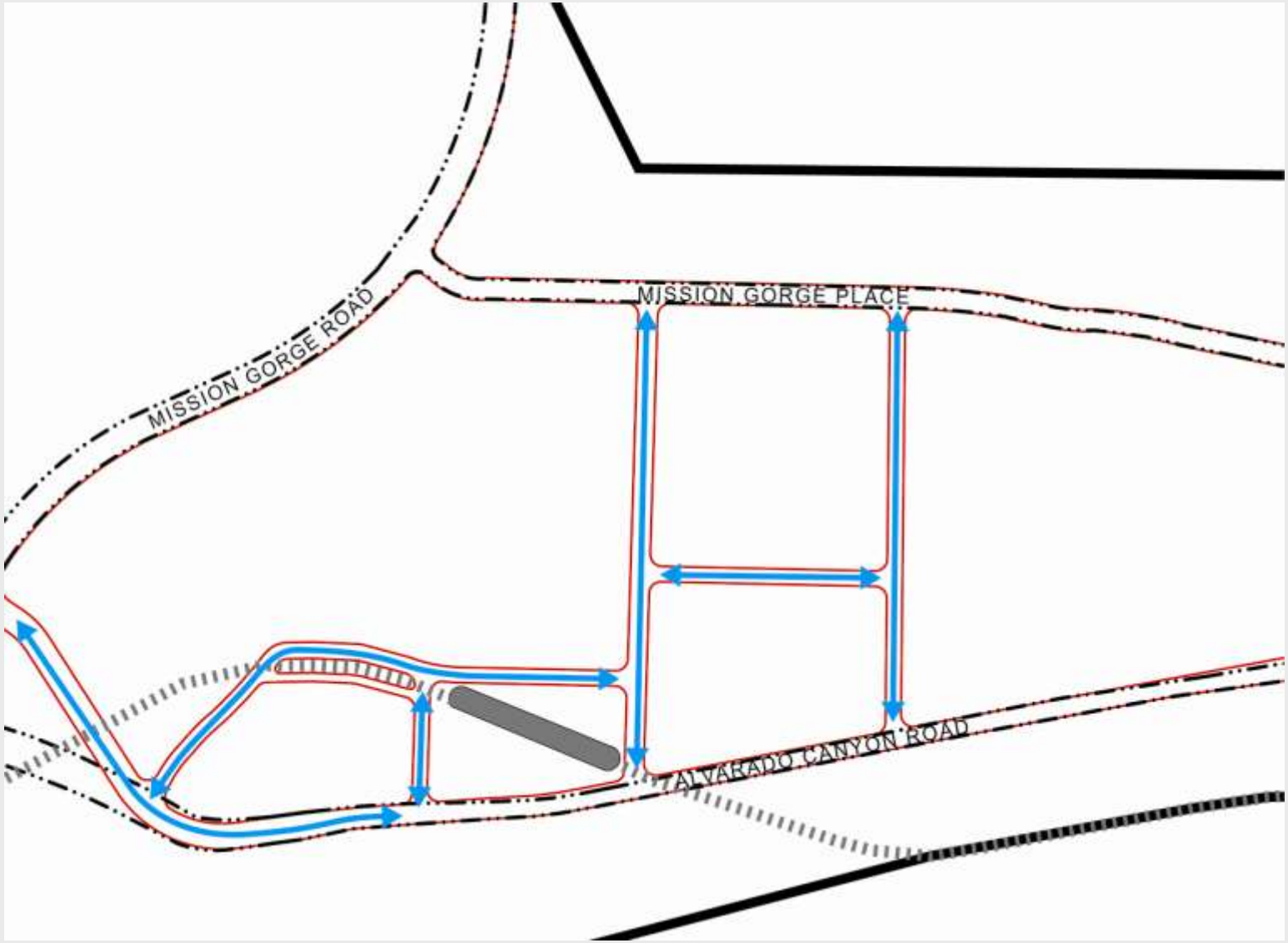
Street Improvements Concepts

Trolley Connection
Mission Gorge Place
Centerpointe Streets
Fairmount Road
North of Friars



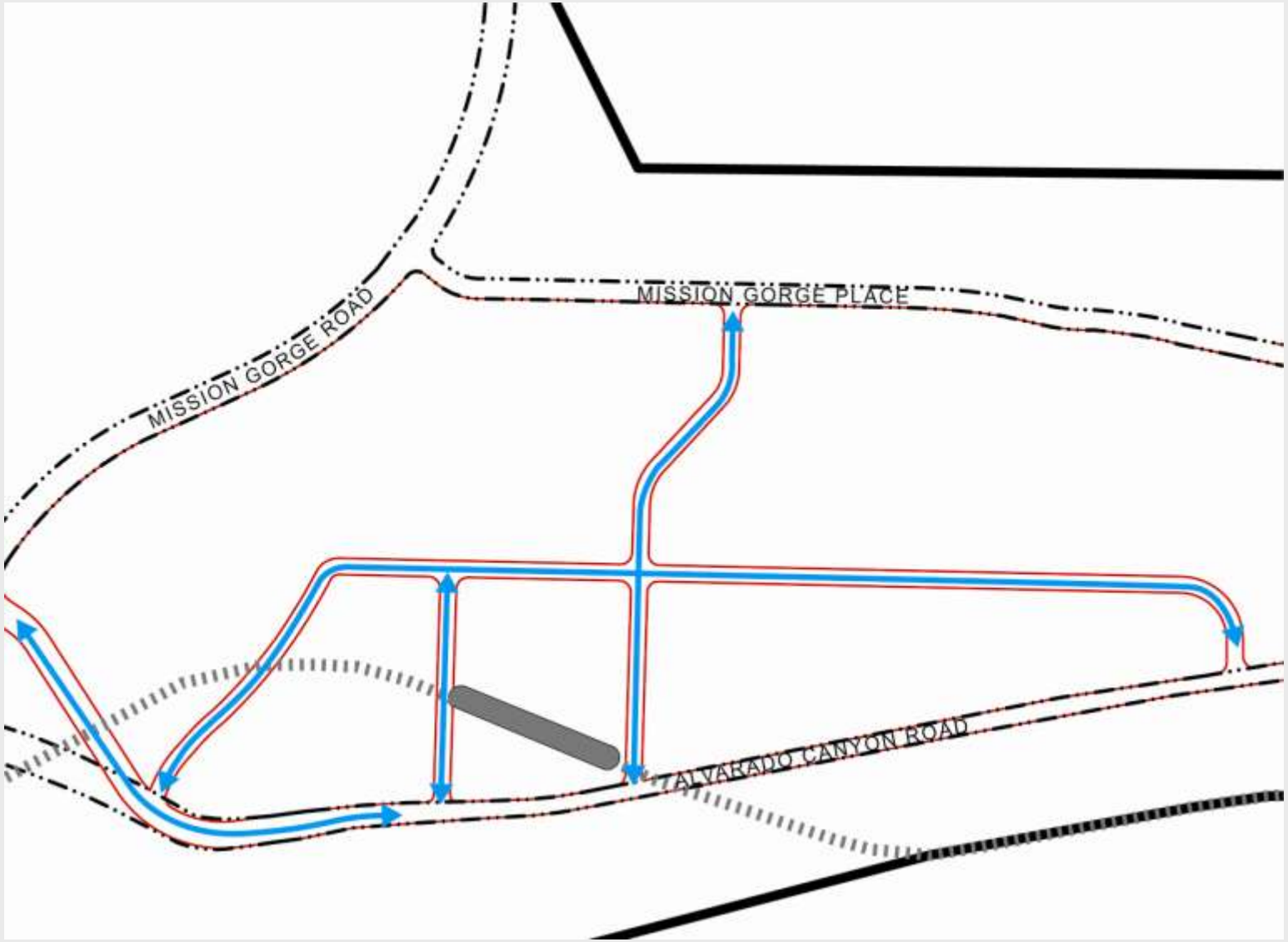
Street Diagram

New road between Alvarado Canyon Road and Mission Gorge Place – Alt A



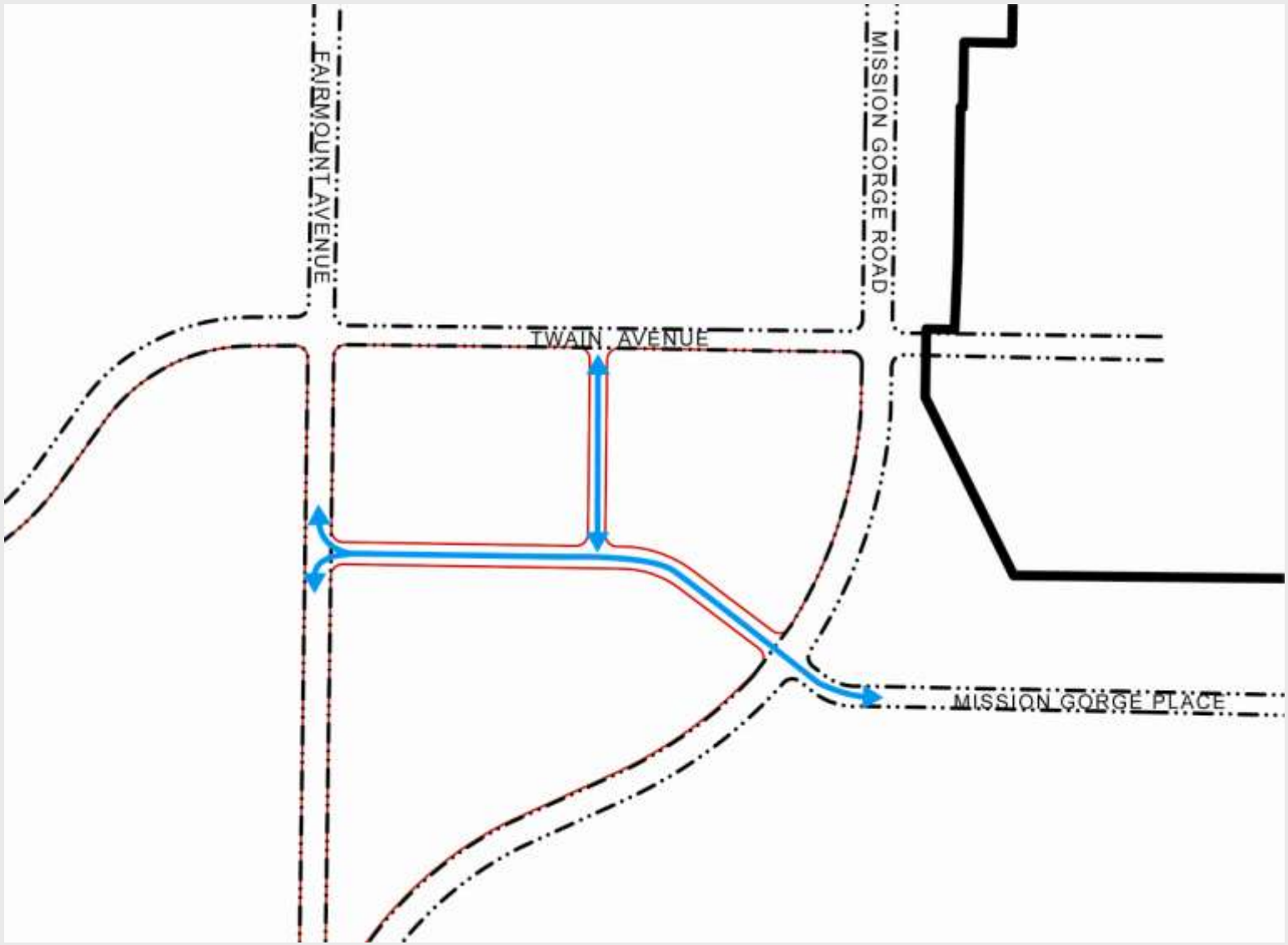
Street Diagram

New road between Alvarado Canyon Road and Mission Gorge Place – Alt B



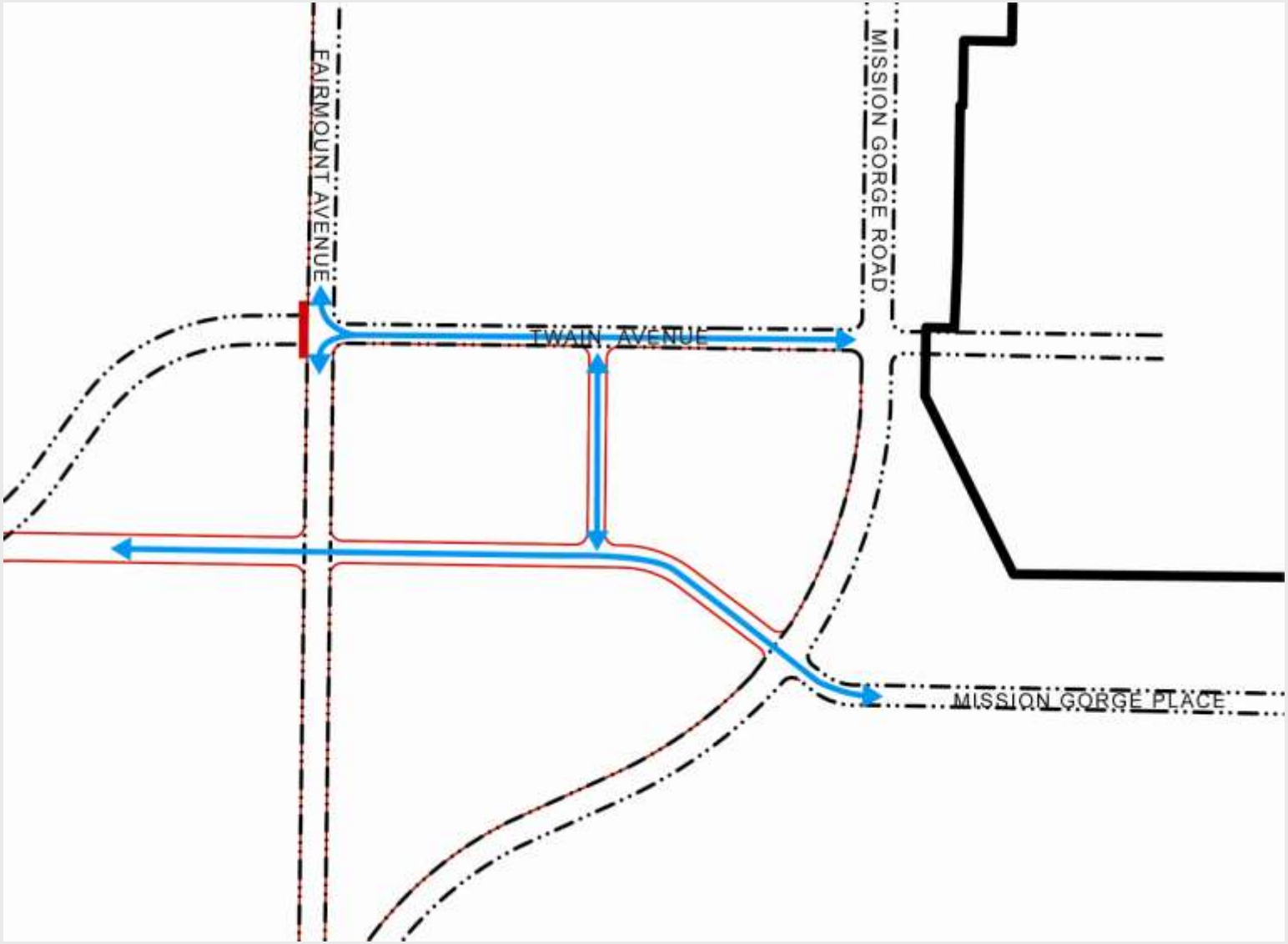
Street Diagram

Mission Gorge Place connection to Fairmount Road – Alt A



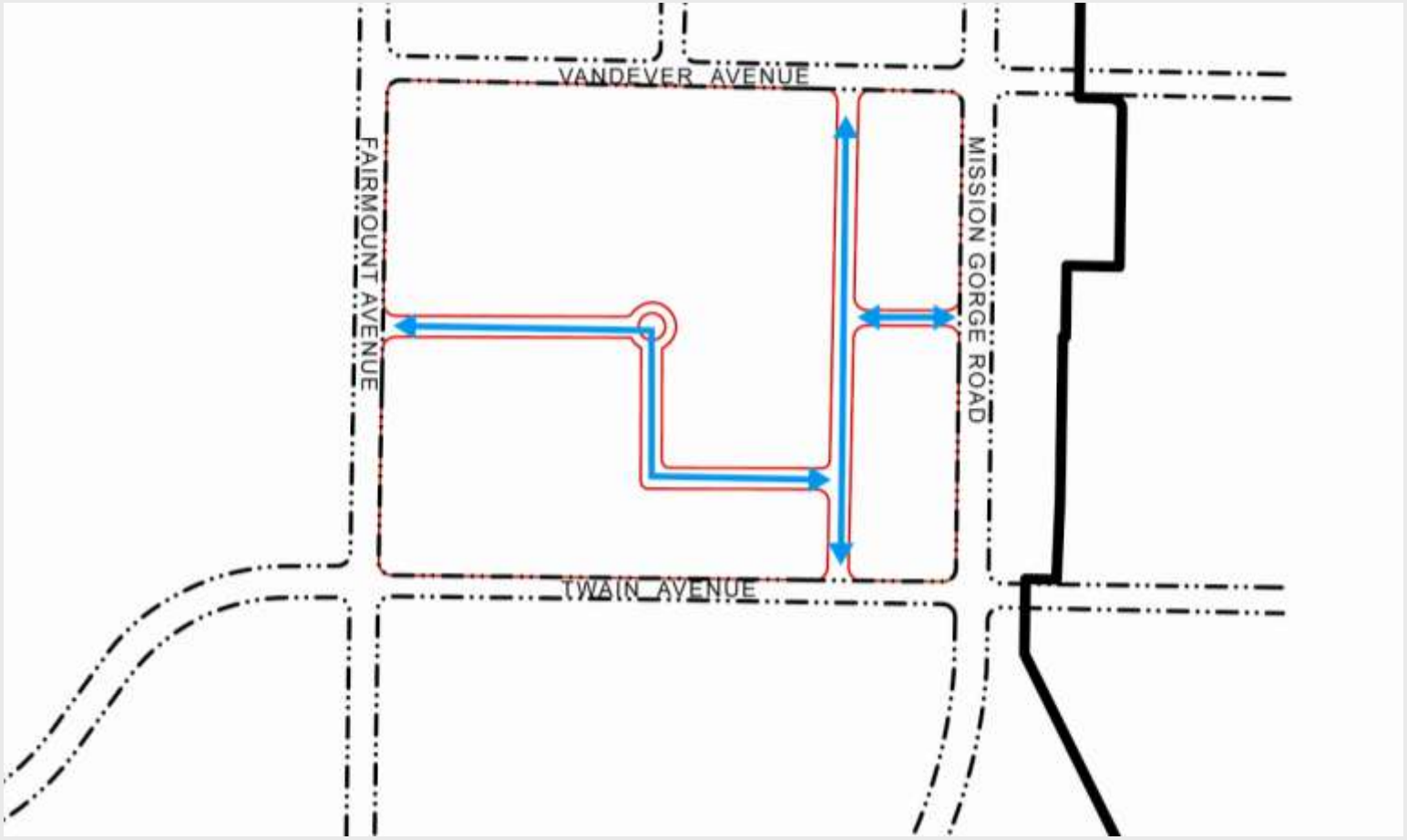
Street Diagram

Mission Gorge Place connection to Fairmount Road – Alt B



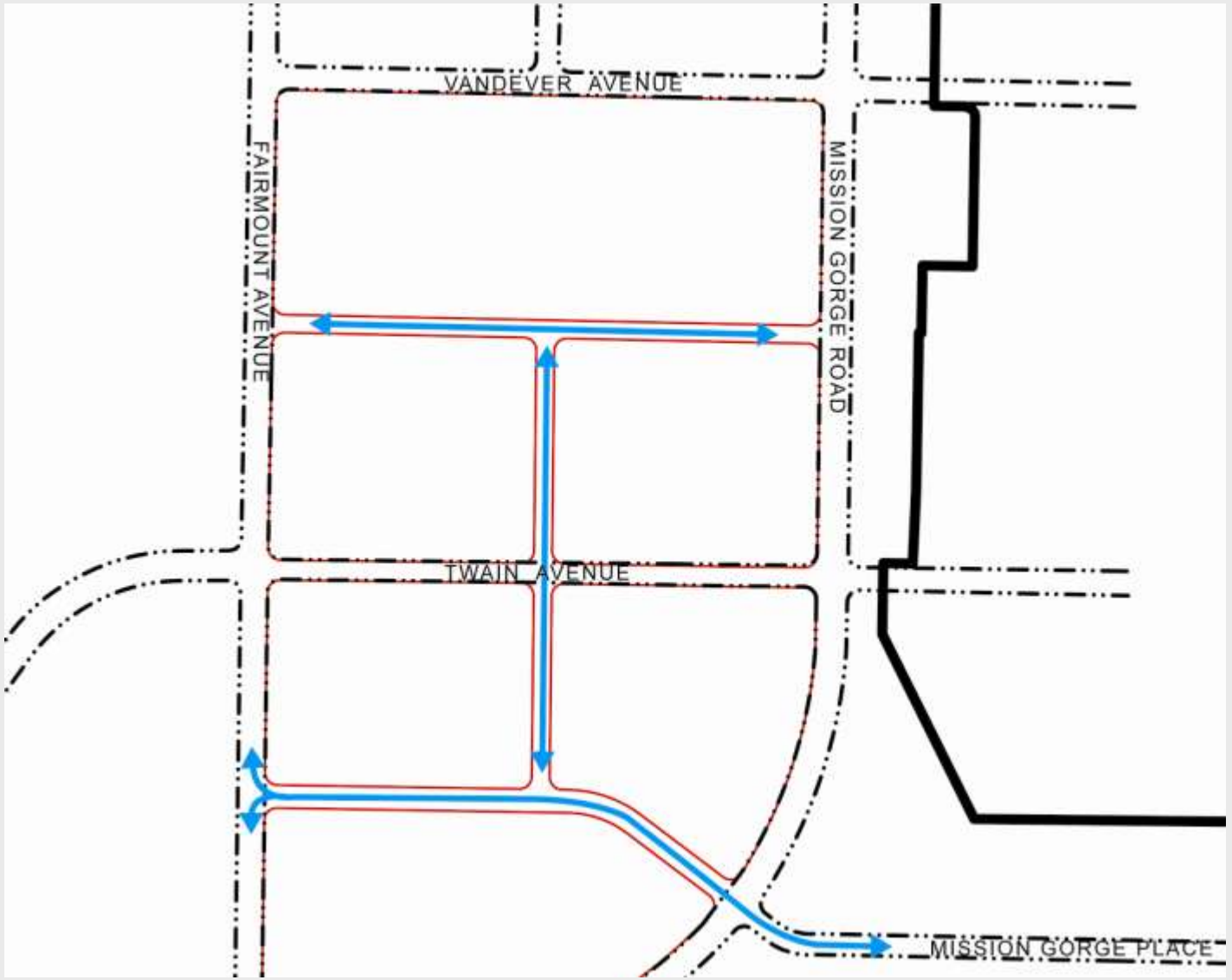
Street Diagram

New Streets in Centerpointe Blocks – Alt A



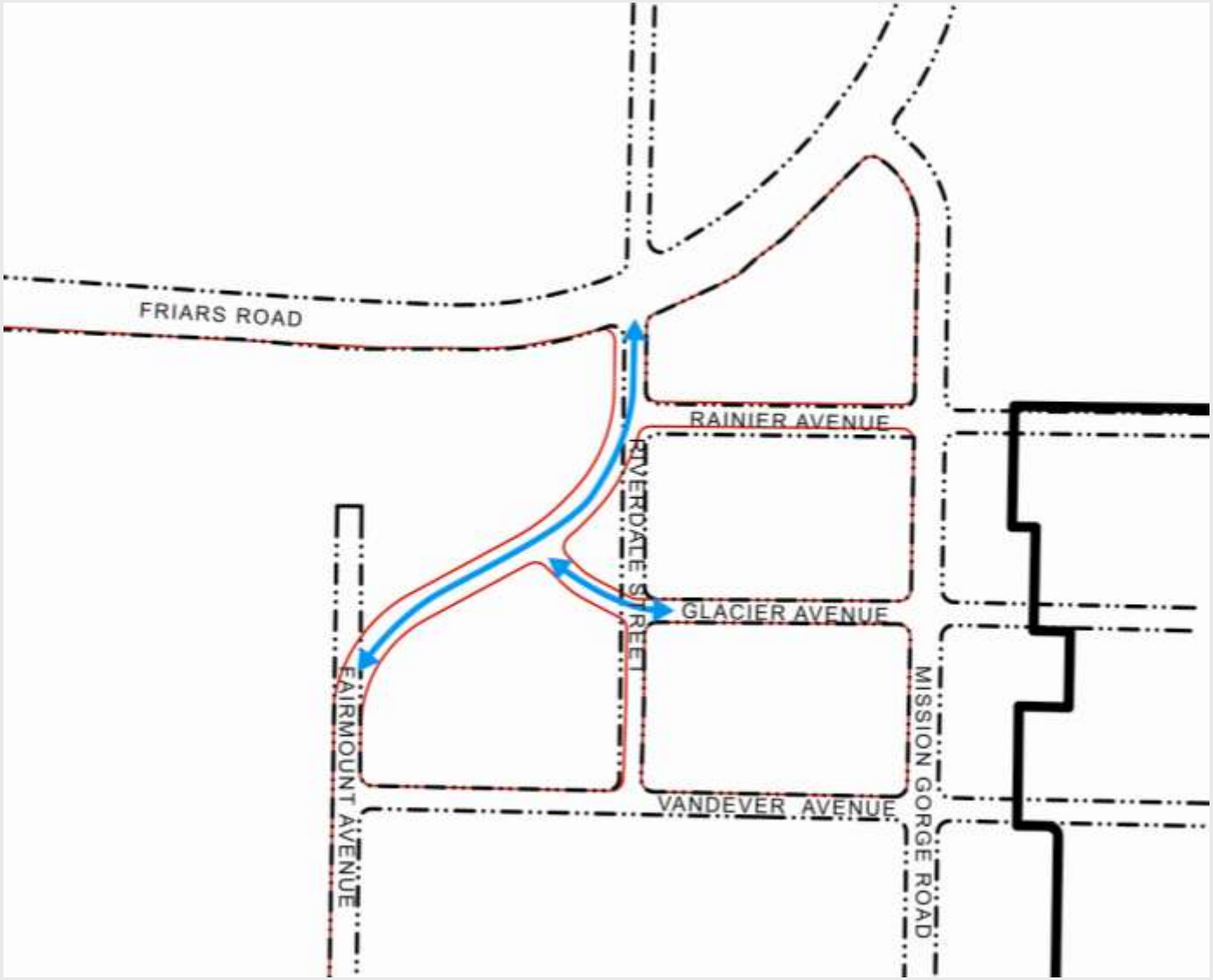
Street Diagram

New Streets in Centerpointe Blocks – Alt B



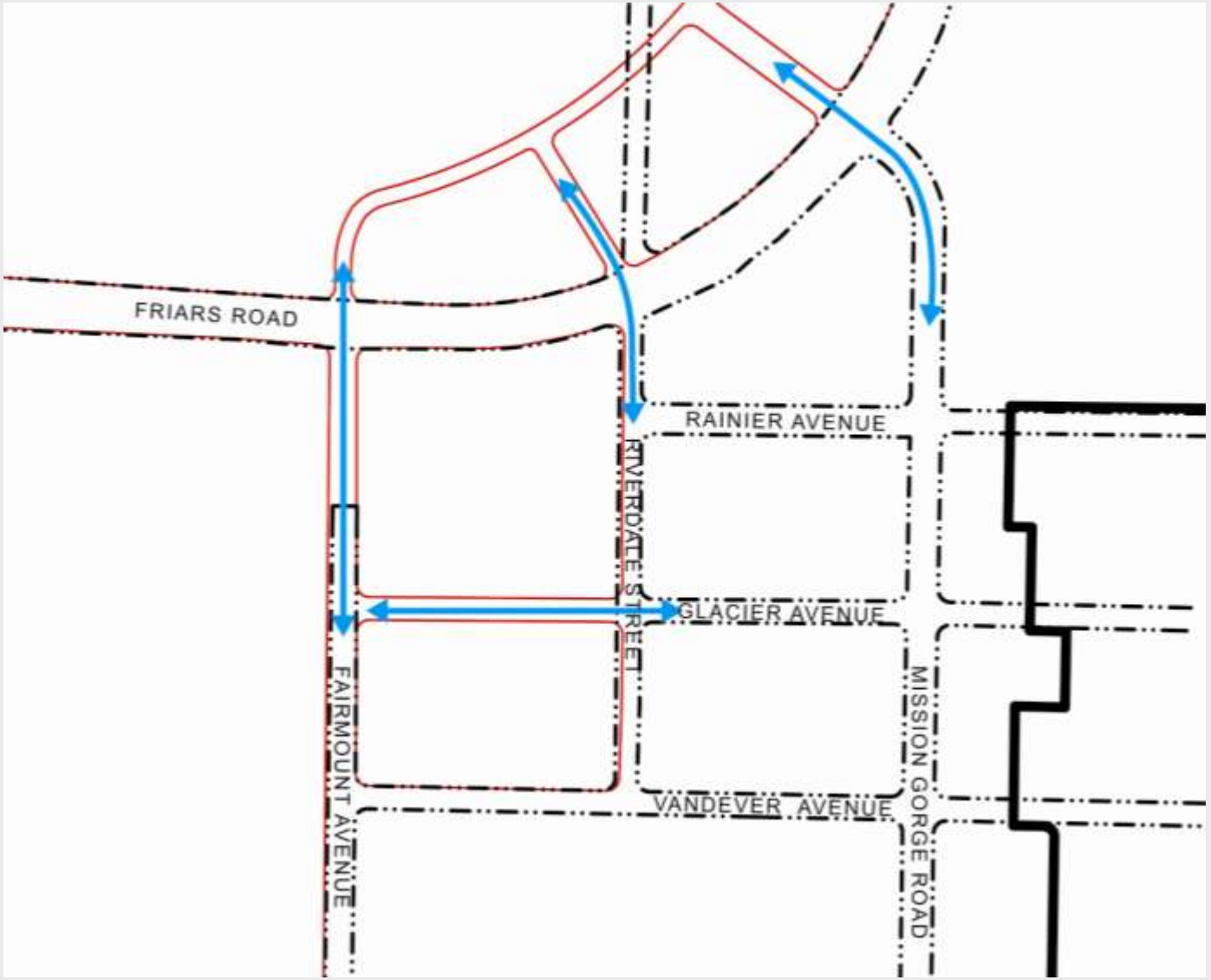
Street Diagram

Fairmount Road connection to Friars Road – Alt A



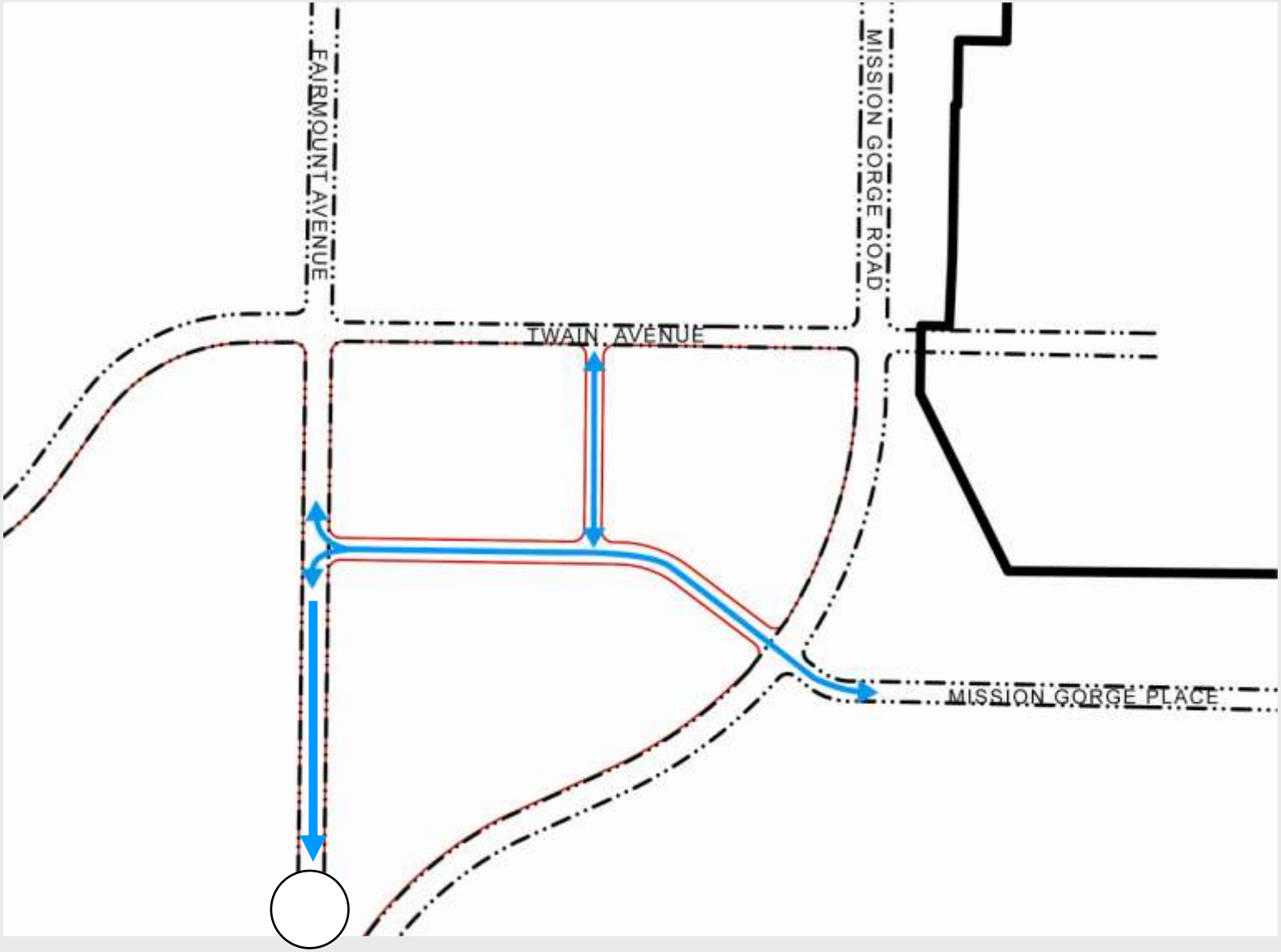
Street Diagram

Fairmount Road connection to Friars Road – New Streets North of Friars – Alt B



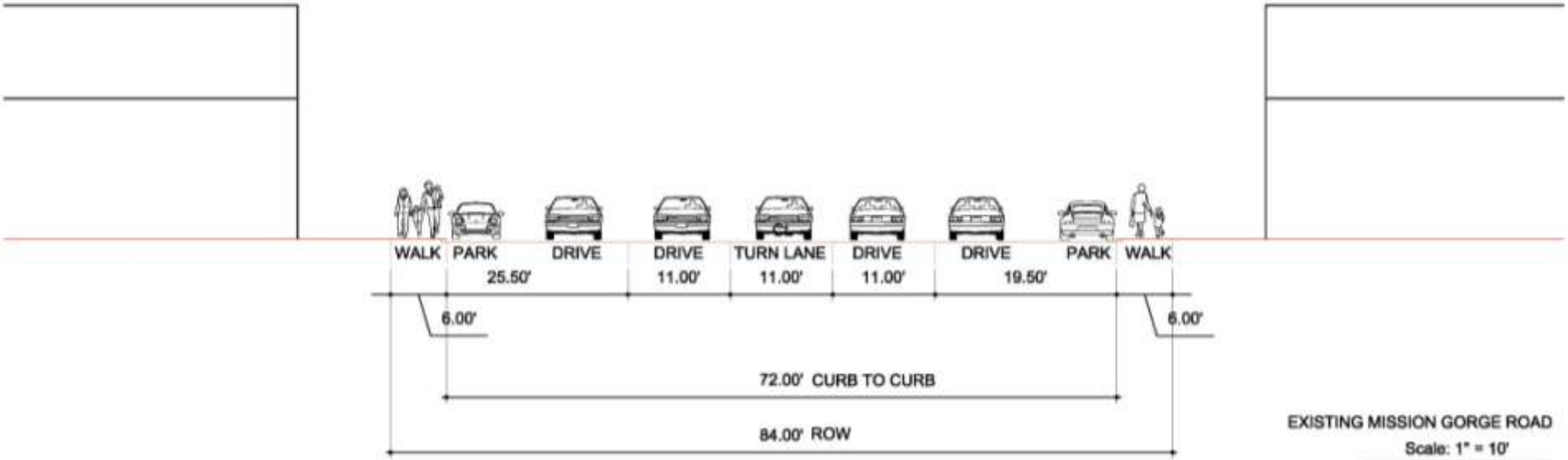
Street Diagram

Fairmount Avenue Disconnected from Mission Gorge Road



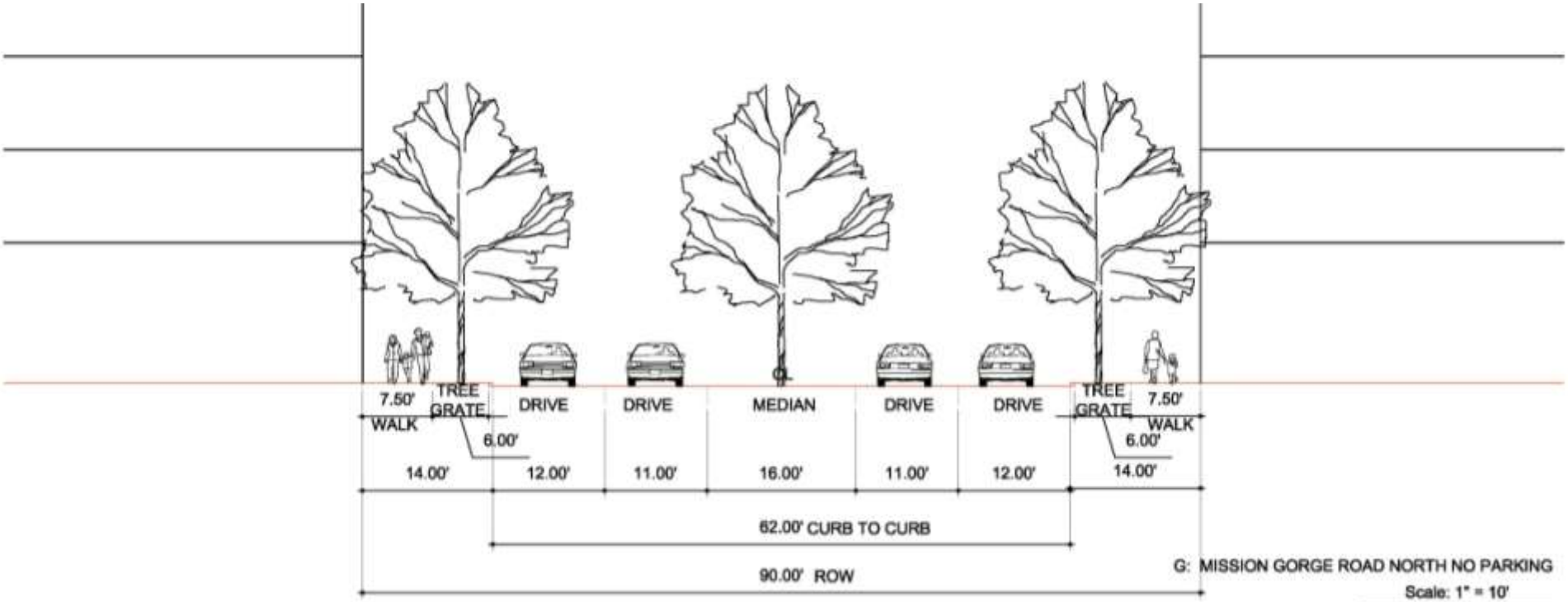
Street Section Studies

Existing Mission Gorge Road



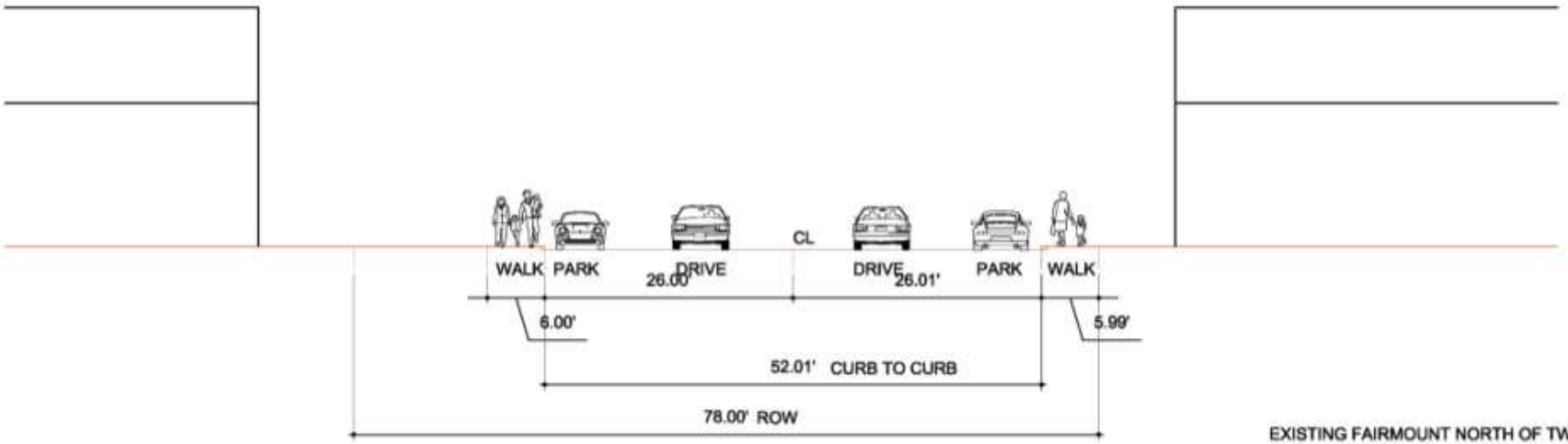
EXISTING MISSION GORGE ROAD
Scale: 1" = 10'

Mission Gorge Road Concept



G: MISSION GORGE ROAD NORTH NO PARKING
Scale: 1" = 10'

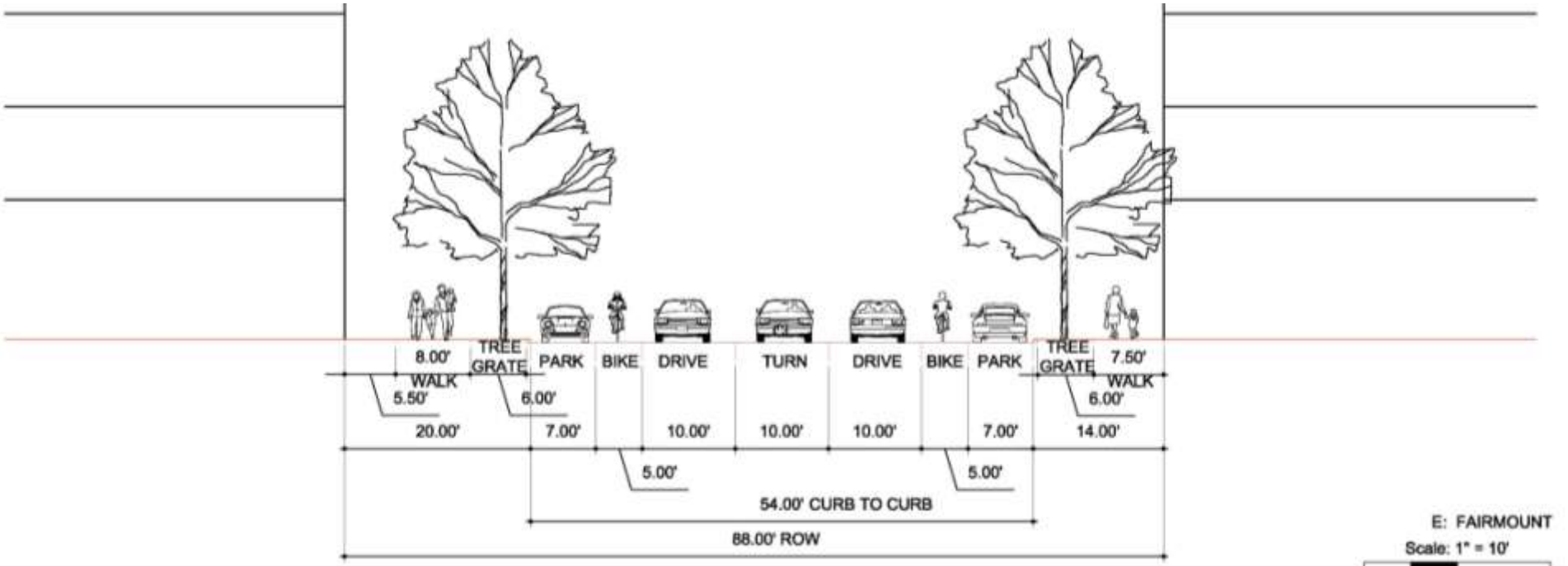
Existing Fairmount Avenue



EXISTING FAIRMOUNT NORTH OF TWAIN

Scale: 1" = 10'

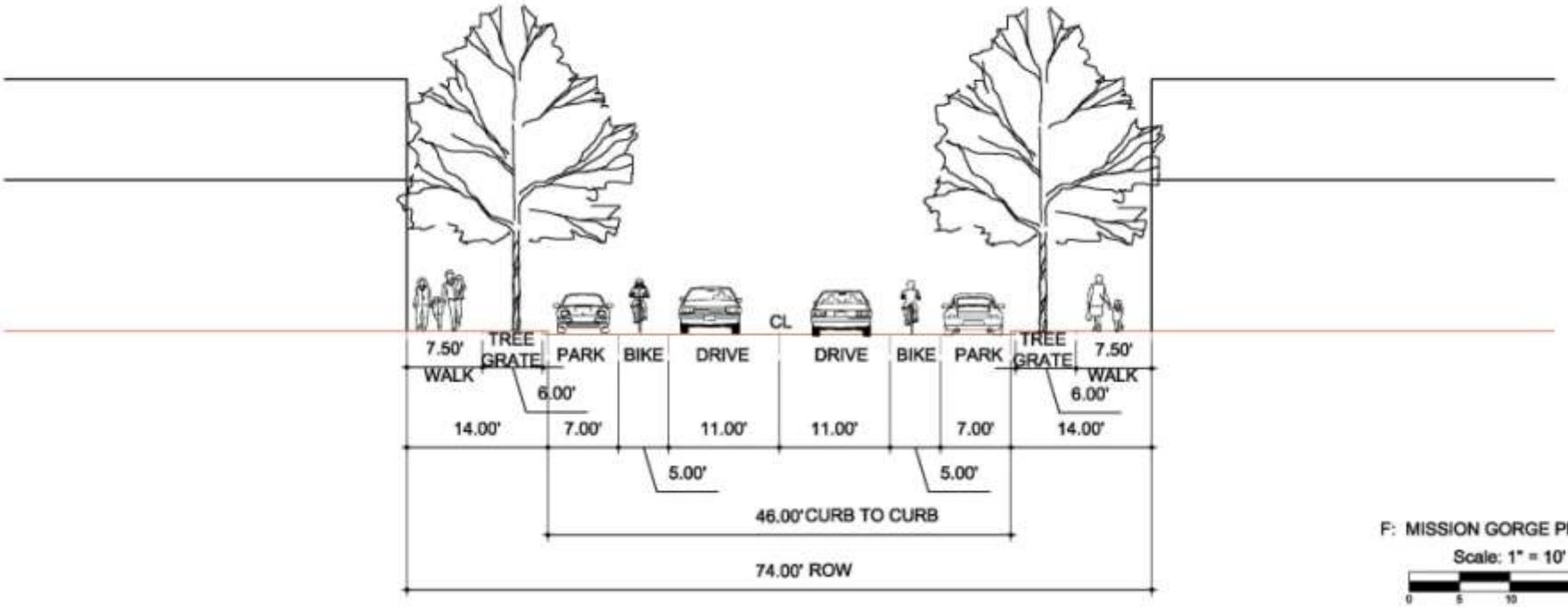
Fairmount Avenue Concept



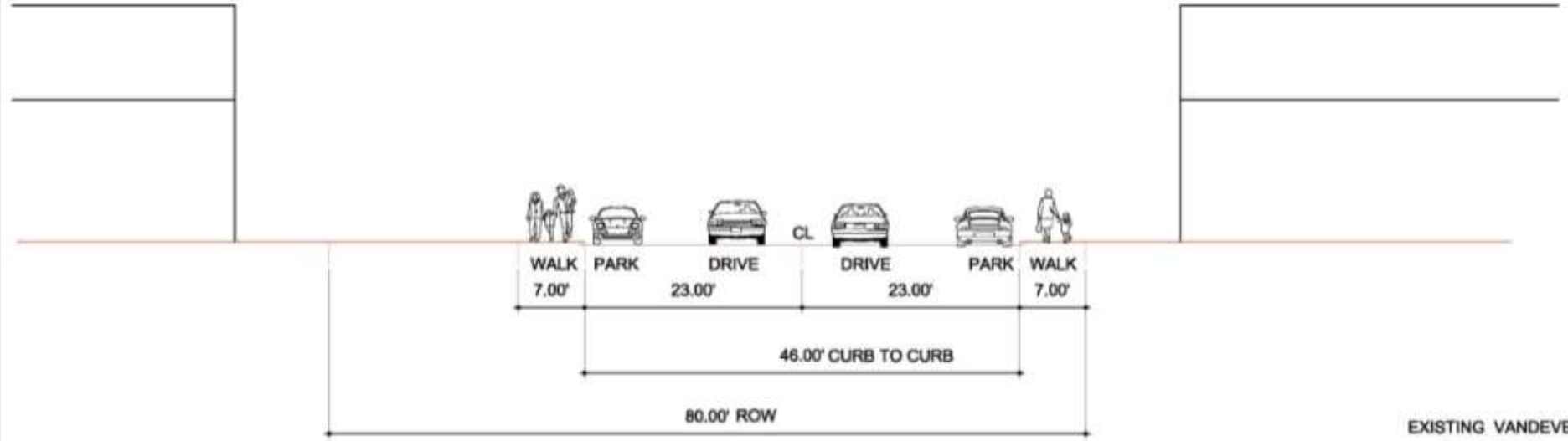
E: FAIRMOUNT

Scale: 1" = 10'

Mission Gorge Place Concept

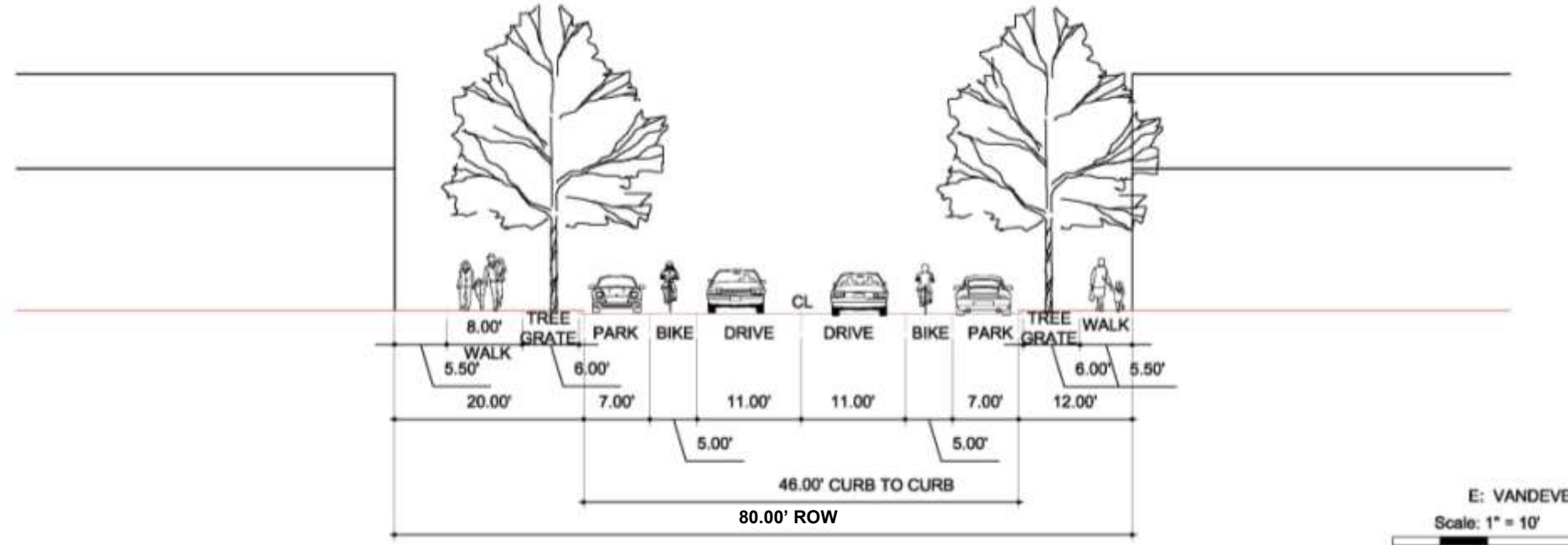


Existing Vandever Avenue



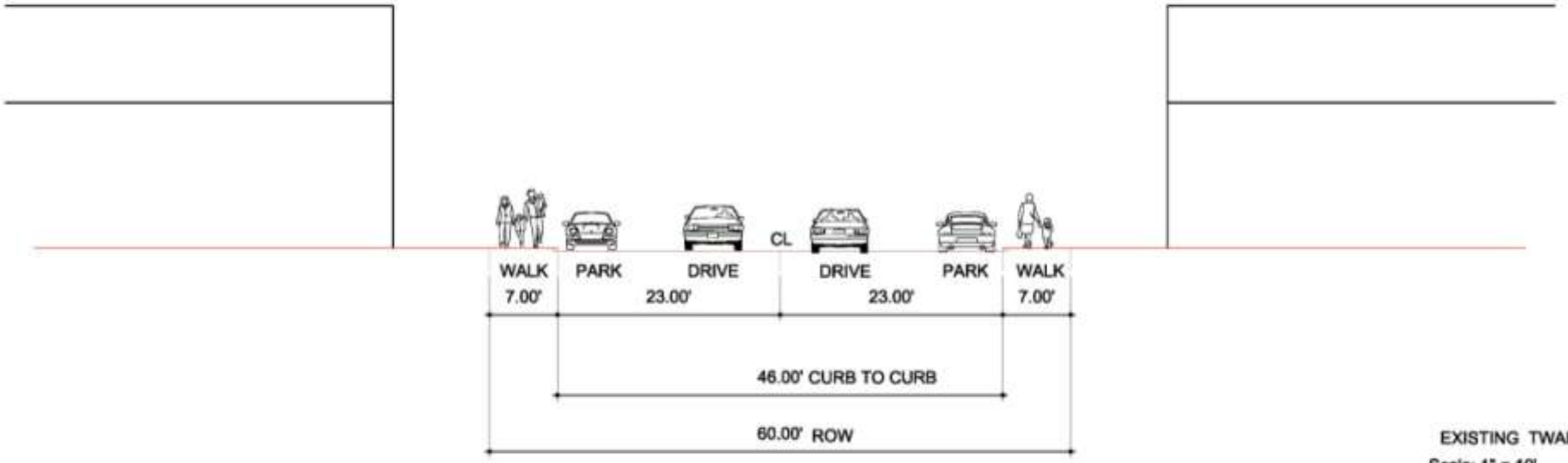
EXISTING VANDEVER
Scale: 1" = 10'

Vandever Avenue Concept



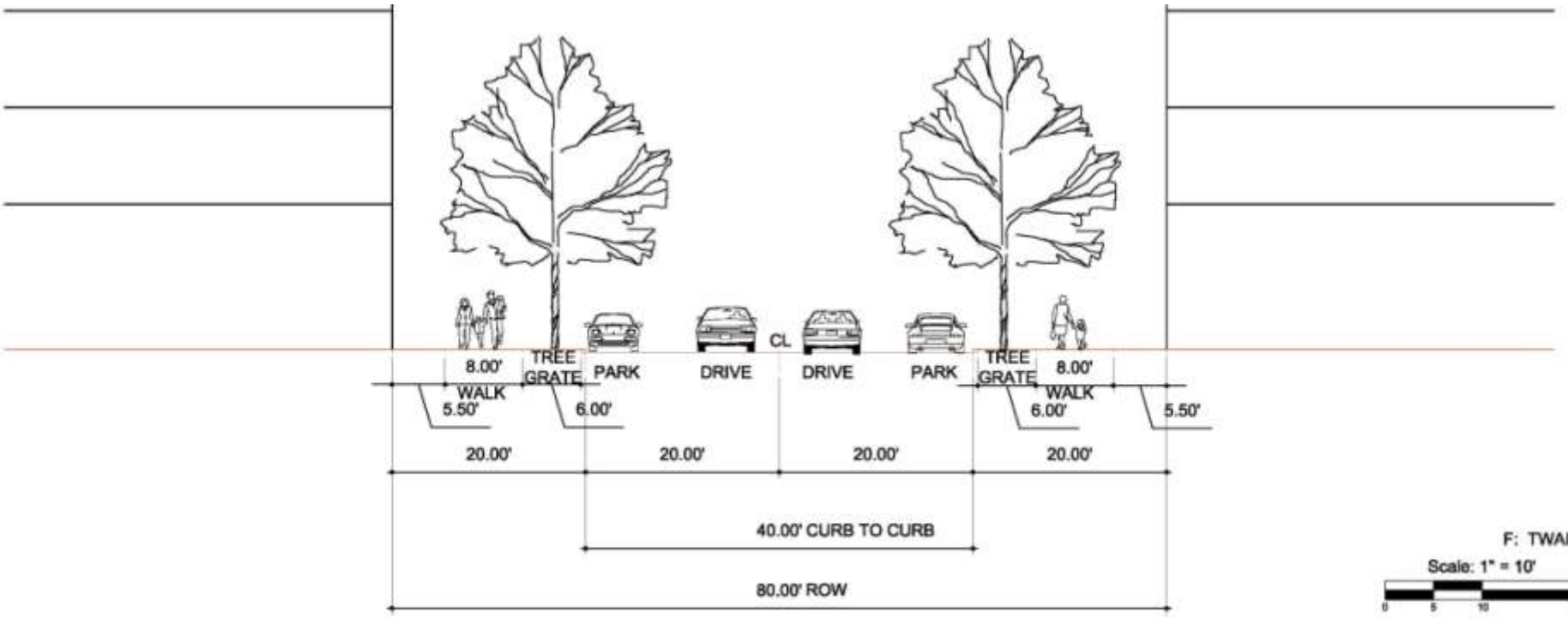
E: VANDEVER
Scale: 1" = 10'

Existing Twain Avenue



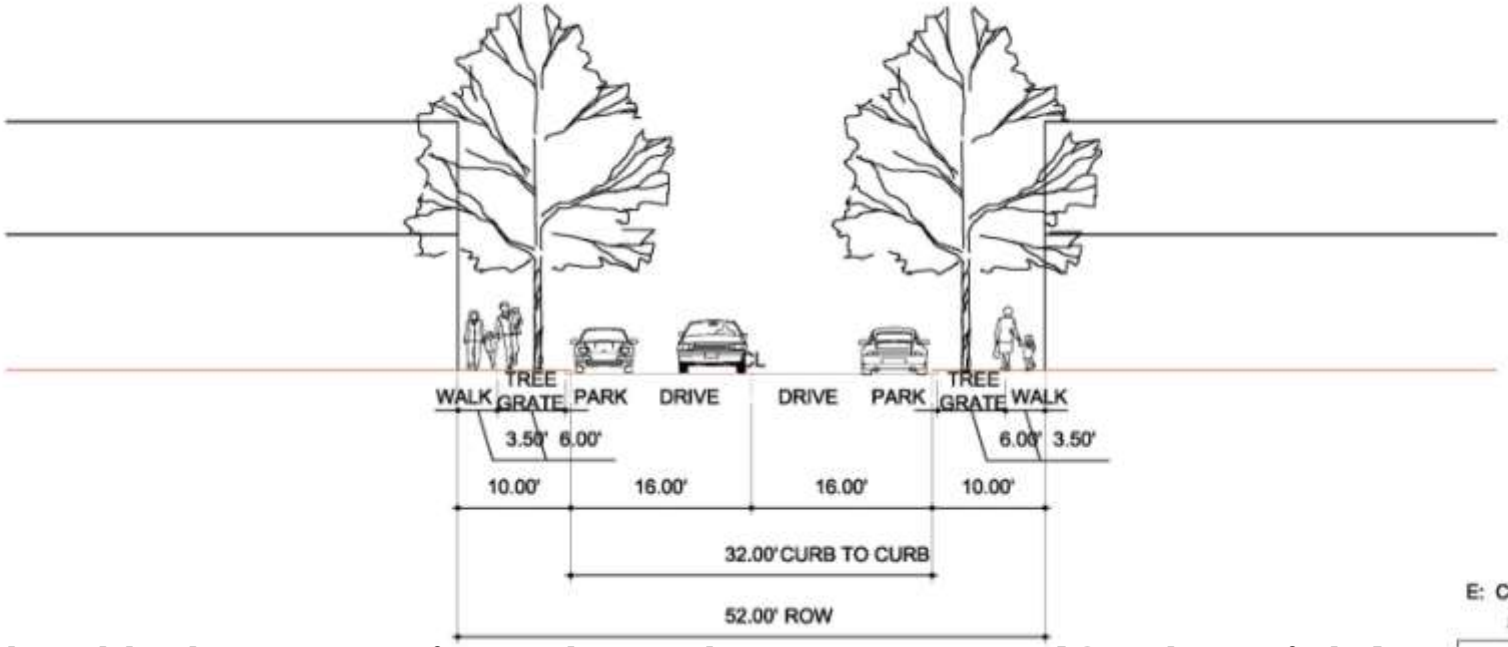
EXISTING TWAIN
Scale: 1" = 10'

Twain Avenue Concept



F: TWAIN
Scale: 1" = 10'

New Street between Mission Gorge Place and Alvarado Canyon Road

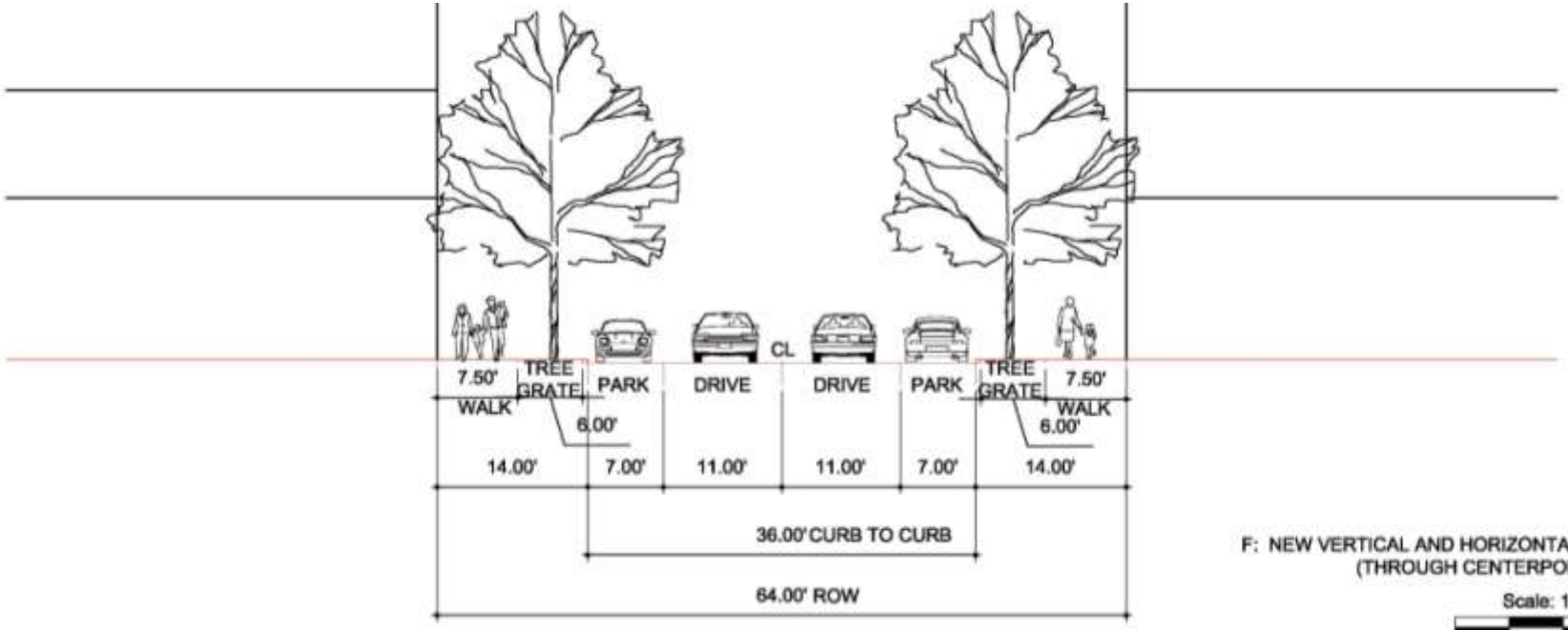


E: CONVERTED ALLEY

Scale: 1" = 10'

0 5 10 20

New Street between Twain and Vandever Avenues (Centerpointe)



F: NEW VERTICAL AND HORIZONTAL STREETS (THROUGH CENTERPOINT BLOCK)

Scale: 1" = 10'

Alvarado Canyon Road Realignment

Project Goals

Improve traffic circulation on Alvarado Canyon and Mission Gorge Roads (currently 4 street segments operate below acceptable LOS)

Improve hydraulics of Alvarado Creek under Mission Gorge Road

Minimize right of way impacts

Proposed Improvements

- Abandon existing Alvarado Canyon Road connection to Mission Gorge.
- Realign Alvarado Canyon Road -connect to Mission Gorge Road at existing Fairmont intersection.
- Restripe the existing westbound freeway off ramp after removing the Alvarado Road connection.
- Reconfigure the Mission Gorge Interchange at Interstate 8 to eliminate the turn pockets to the abandoned Alvarado Road connection.
- Reconstruct the traffic lights at the Mission Gorge Interchange at Interstate 8.
- Add dedicated right turn lane from Mission Gorge Road to west bound I-8.

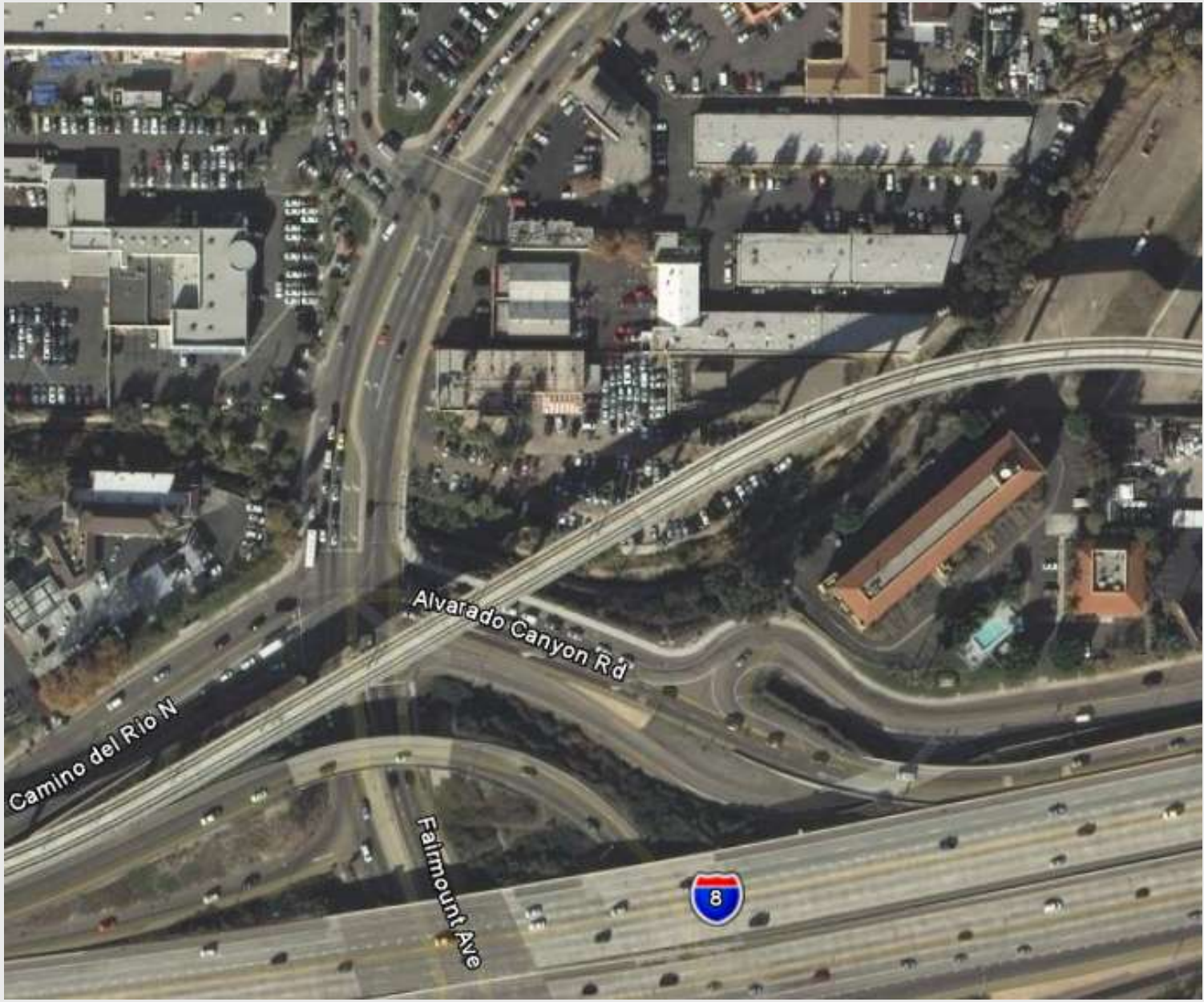
Existing Alignment

Project Description

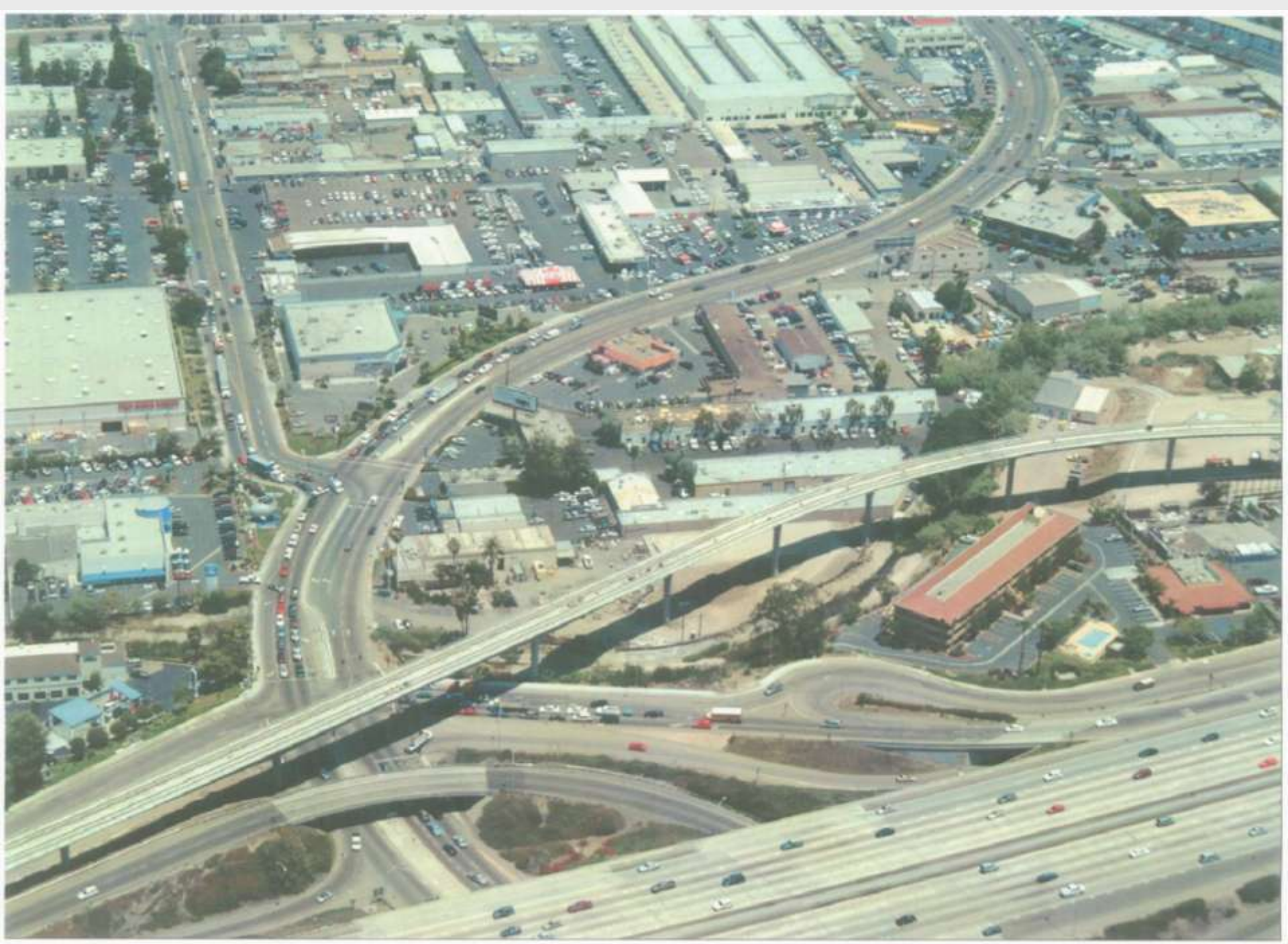
The City of San Diego is proposing to realign Alvarado Canyon Road.

Alvarado Canyon Road is a two lane collector.

Currently Alvarado Canyon Road merges with the off ramp from I-8.



This is the preferred alternative; however other alternatives are being considered in FY2010



This is the preferred alternative; however other alternatives are being considered in FY2010

Economic Analysis (Draft by ERA)

Market Demand Estimates for new development 2010 - 2030
(allows for absorption of existing vacancies)

Land Use	Low	Mid	High
Housing (du)	4,000	6,300	8,000
Office sq ft	300,000	370,000	-----
Industrial	150,000	250,000	-----
Retail (neighborhood)*	76,000	108,000	132,000
Retail (community)	109,000	133,000	151,000

*5,000 housing units can support upwards of 75,000 SF of neighborhood retail space

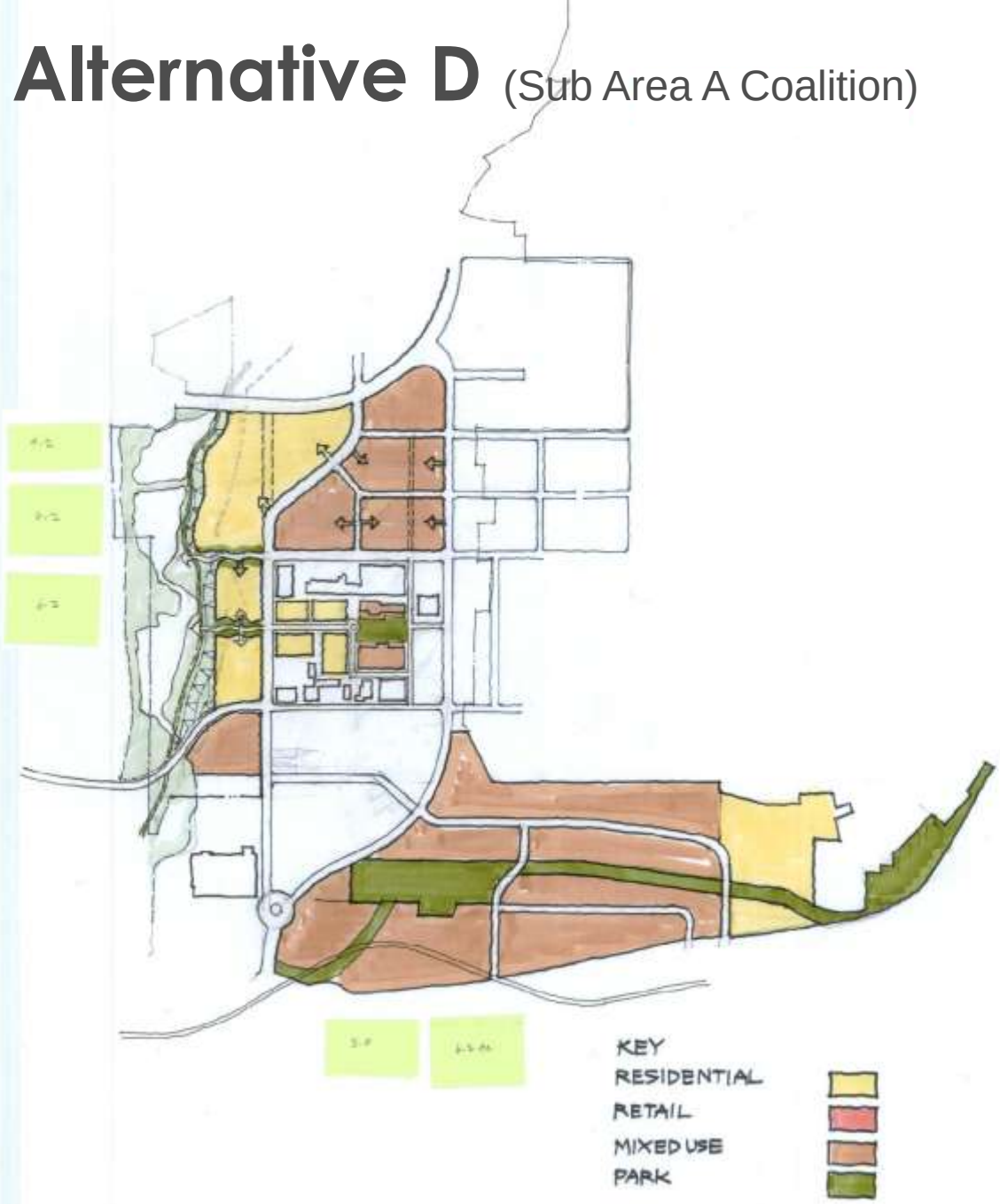
Master Plan Alternatives

Charrette Alternatives January 29 – 31

Refined Alternatives

Existing Study Area

Alternative D (Sub Area A Coalition)



Key Components

- High Density mixed use at trolley station
- Residential uses adjacent to San Diego River
- Commercial redevelopment on blocks between Mission Gorge, Fairmount, Friars, and Vandever.
- Centerpointe Development as originally approved
- Fairmount connection to Friars Road
- New Street connection between Alvarado Canyon and Mission Gorge Place
- Mission Gorge Place connection to Fairmount

Alternative E

Key Components

- High Density mixed use at trolley station
- New Street connection between Alvarado Canyon and Mission Gorge Place
- Centerpointe Development as approved
- Residential adjacent to San Diego River

Alternative F

Key Components

- High Density mixed use at trolley station
- Retail/Entertainment destination on Twain Ave.
- Residential uses adjacent to San Diego River
- Mixed uses (predominantly residential) in the Riverdale/ Zion/Friars area with 8 acre park
- Mission Gorge place connects to Fairmount with new bridge over San Diego River
- New Street connection between Alvarado Canyon and Mission Gorge Place
- Fairmount connection to Friars Road
- Fairmount disconnected from Mission Gorge

Alternative G

Fairmount Road connection alternative

Key Components

- High Density mixed use at trolley station
- Retail/Entertainment destination on Twain Ave.
- Residential uses adjacent to San Diego River
- Residential uses in the Riverdale/Zion/Friars area with 8 acre park
- 6 acre park north of Vandever
- Fairmount connection to Friars Road
- Median in Mission Gorge Road
- Mission Gorge place connects to Fairmount with new bridge over San Diego River

Alternative E/F Hybrid

Housing units: 4,000
Retail : 76,000 neighborhood
Retail: 109,000 community
Office: 300,000
Parks: 29 acres

Key Components

- High Density mixed use at trolley station
- Retail/Entertainment mixed use destination on Twain Ave
- Residential uses adjacent to San Diego River
- 8 acre park in the Riverdale/ Zion/Friars area
- Commercial infill on blocks between Mission Gorge, Fairmount, Friars, and Vandever.
- New Street connection between Alvarado Canyon and Mission Gorge Place
- Fairmount connection to Friars Road
- Mission Gorge Place connection to Fairmount Road

Massing Study Diagram Examples

Purpose is to illustrate density, height, and bulk

Illustrate building types but not architecture

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Illustrate building types but not architecture

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Purpose is to illustrate density, height, and bulk

Illustrate building types but not architecture

Floor Area Ratio (FAR) Explanation

Floor Area Ratio = Building Area / Land Area

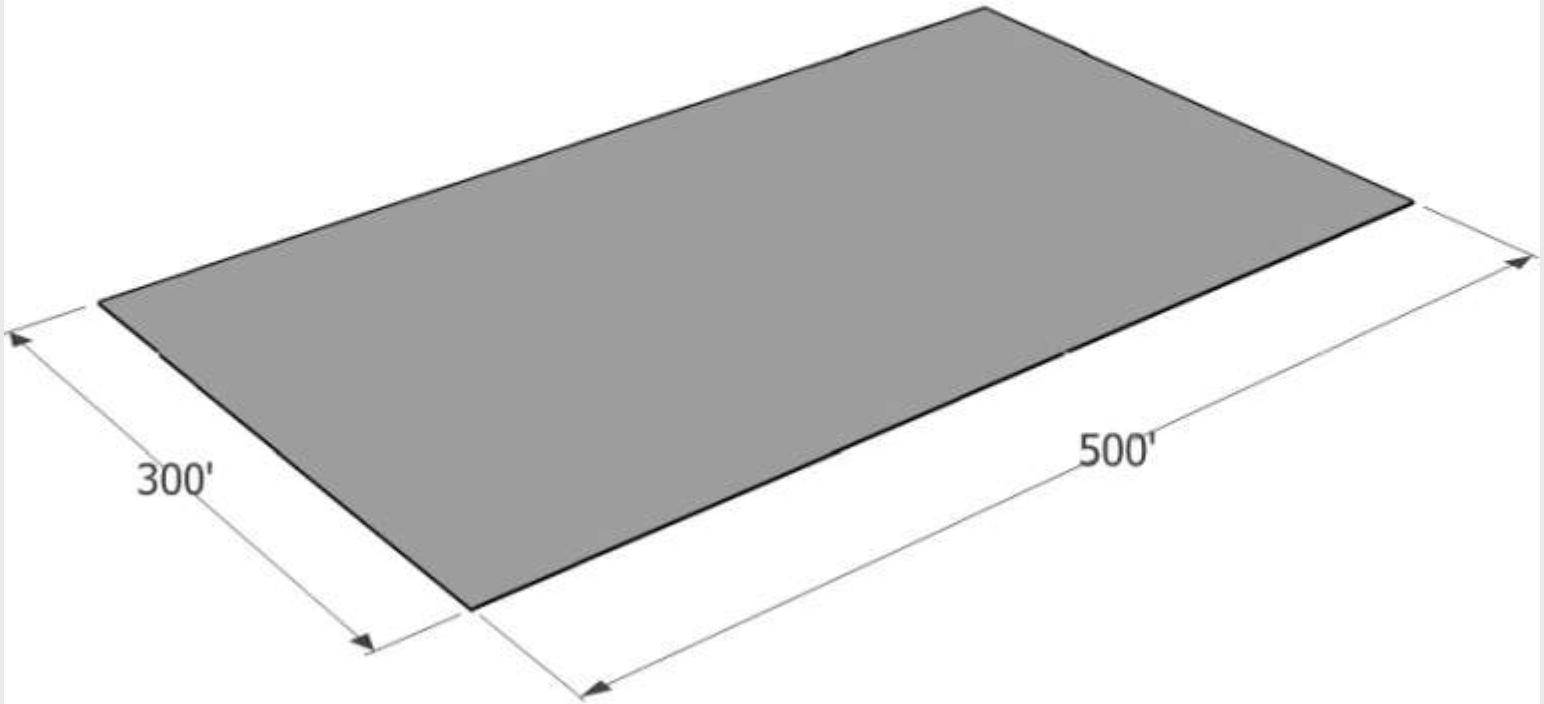
Typically FAR does not include parking structure square feet

Building requirements that must be factored in:

- Setbacks
- Drainage and Detention
- Parking lot landscaping
- Height and bulk limits

Floor Area Ratio (FAR) Explanation

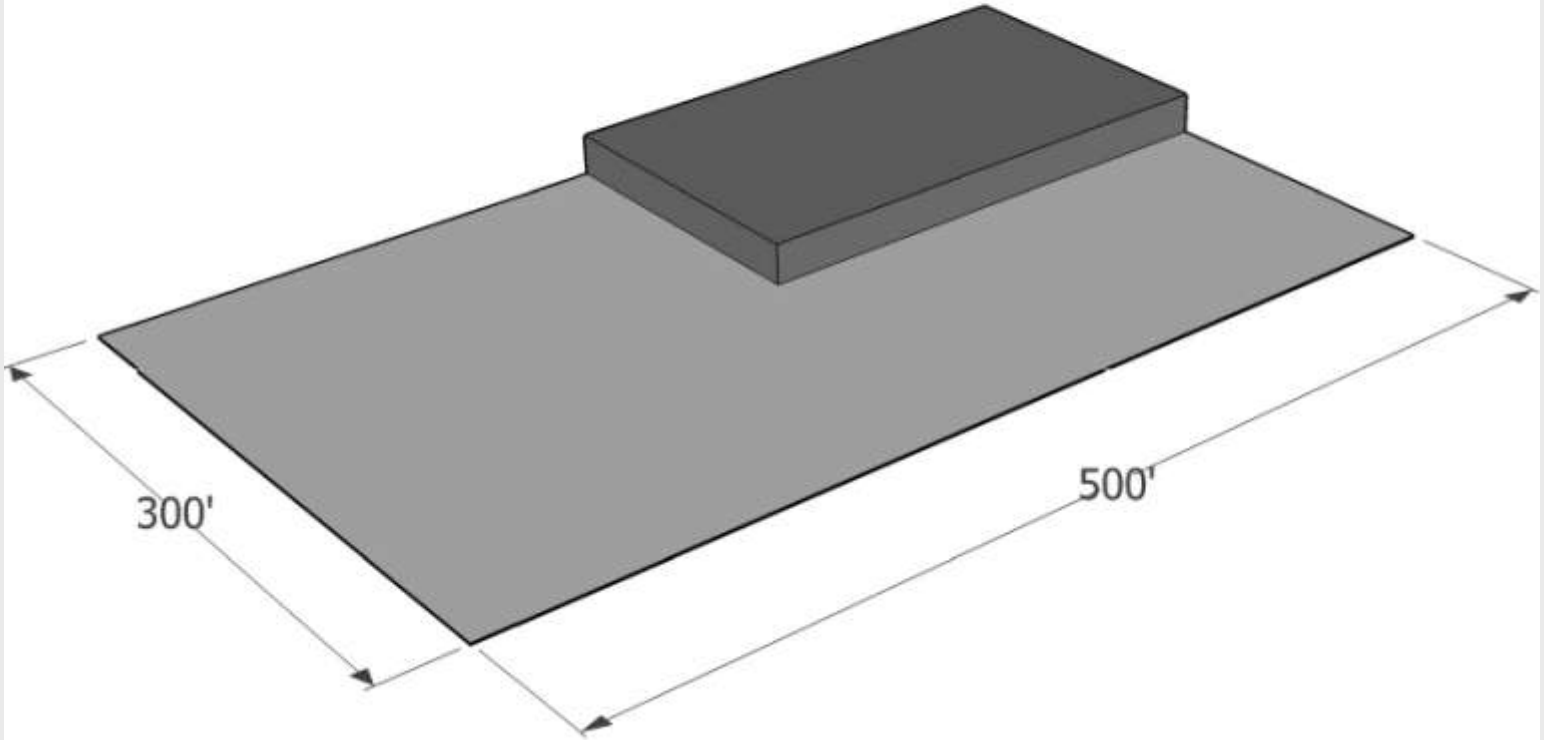
Typical block size in Sub Area A – 150,000 sq. ft.



FAR .25 Typical FAR in Sub Area A - most parking is surface

37,500 sq. ft. on 150,000 sq. ft. site

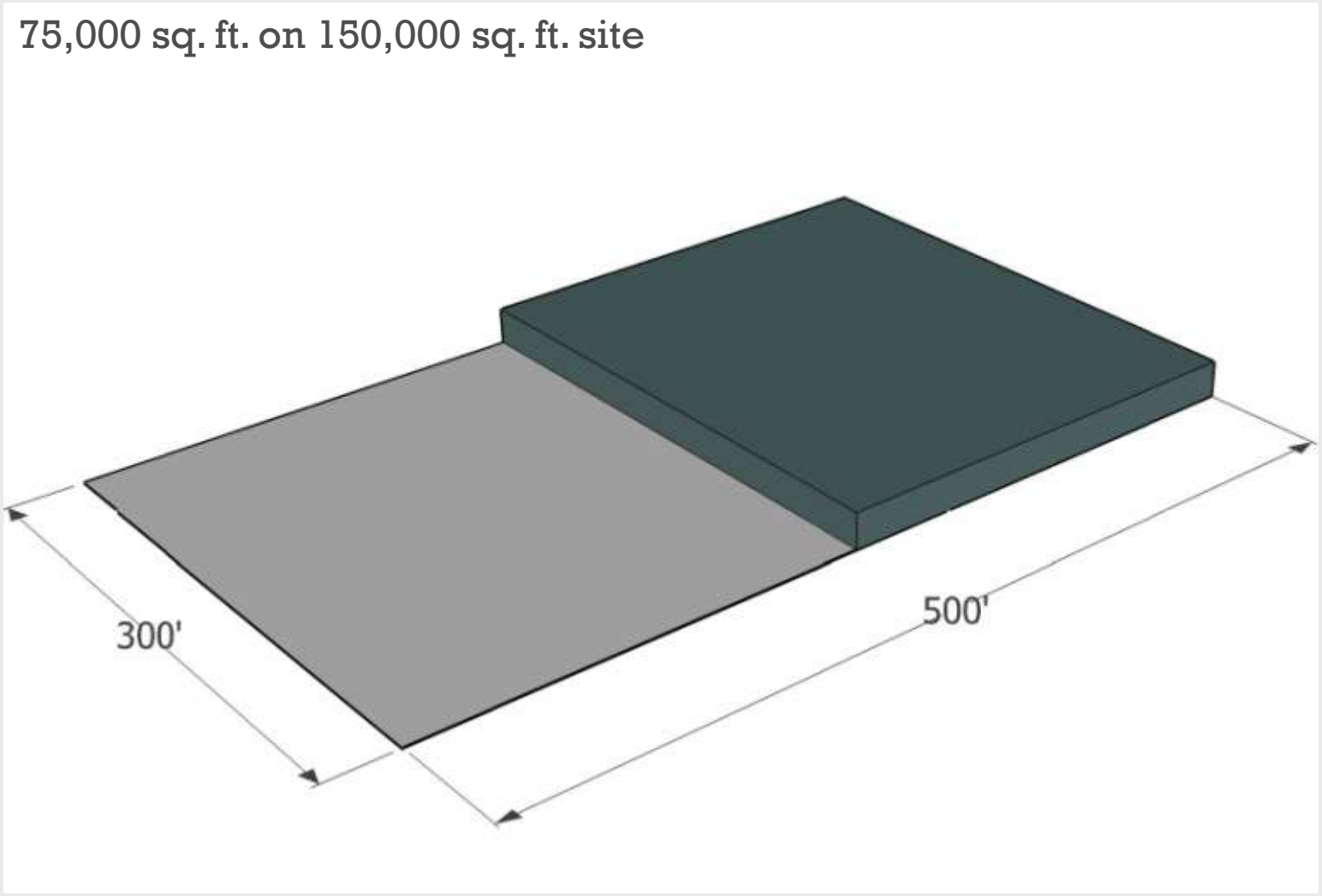
If this were retail, it would need 188 parking spaces,
56,000* sq ft of parking or 1.5 times the size of the building



* using an average of 300 sq. ft. per space for surface parking which includes circulation

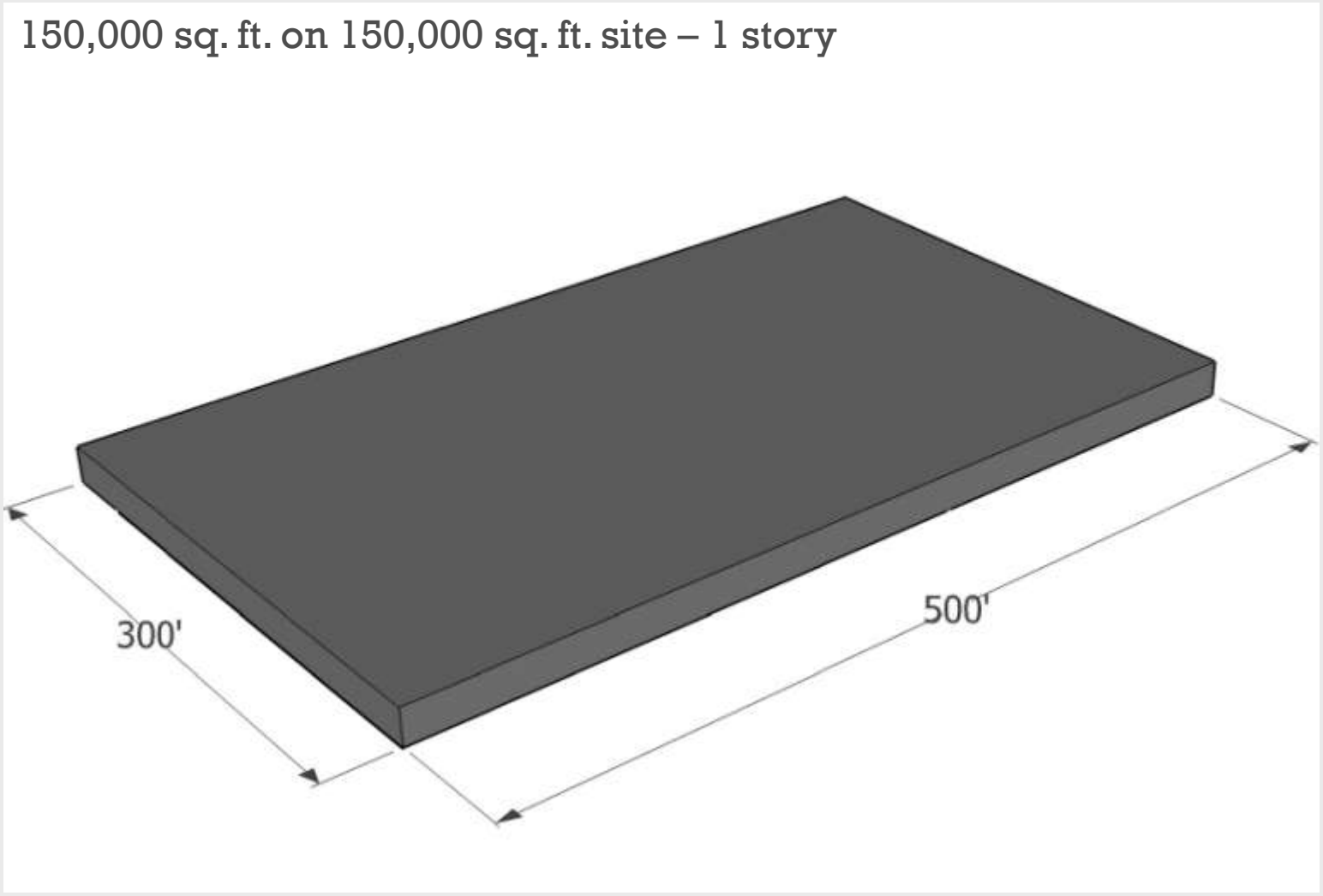
FAR .5

75,000 sq. ft. on 150,000 sq. ft. site



FAR 1.0

150,000 sq. ft. on 150,000 sq. ft. site – 1 story



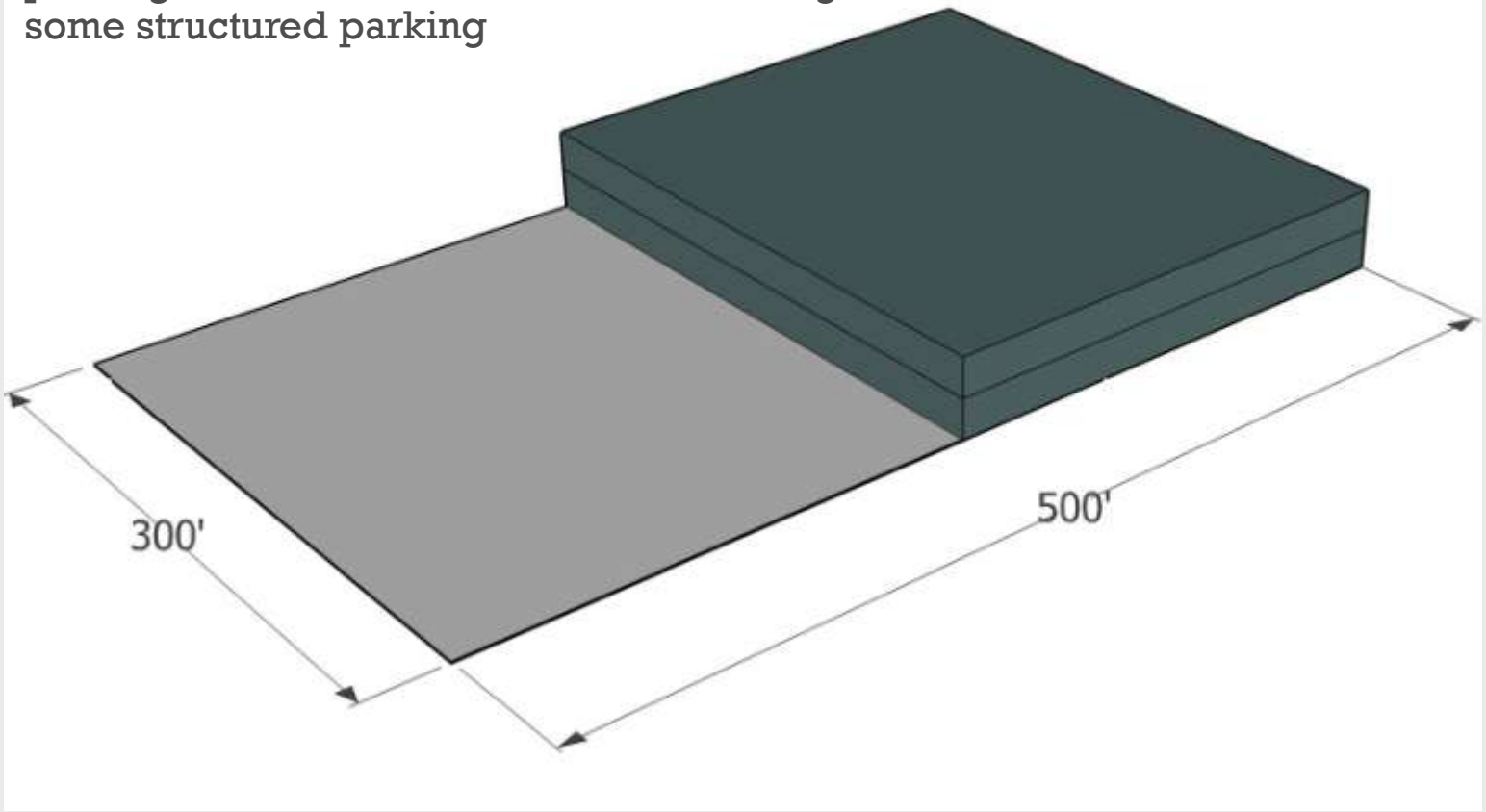
Where does the parking go?

You would not likely build a building like this on this site

FAR 1.0

150,000 sq. ft. on 150,000 sq. ft. site – 2 stories

If this were retail, it would need 750 parking spaces, 225,000* sq ft of parking or 1.5 times the size of the building and site – must have some structured parking

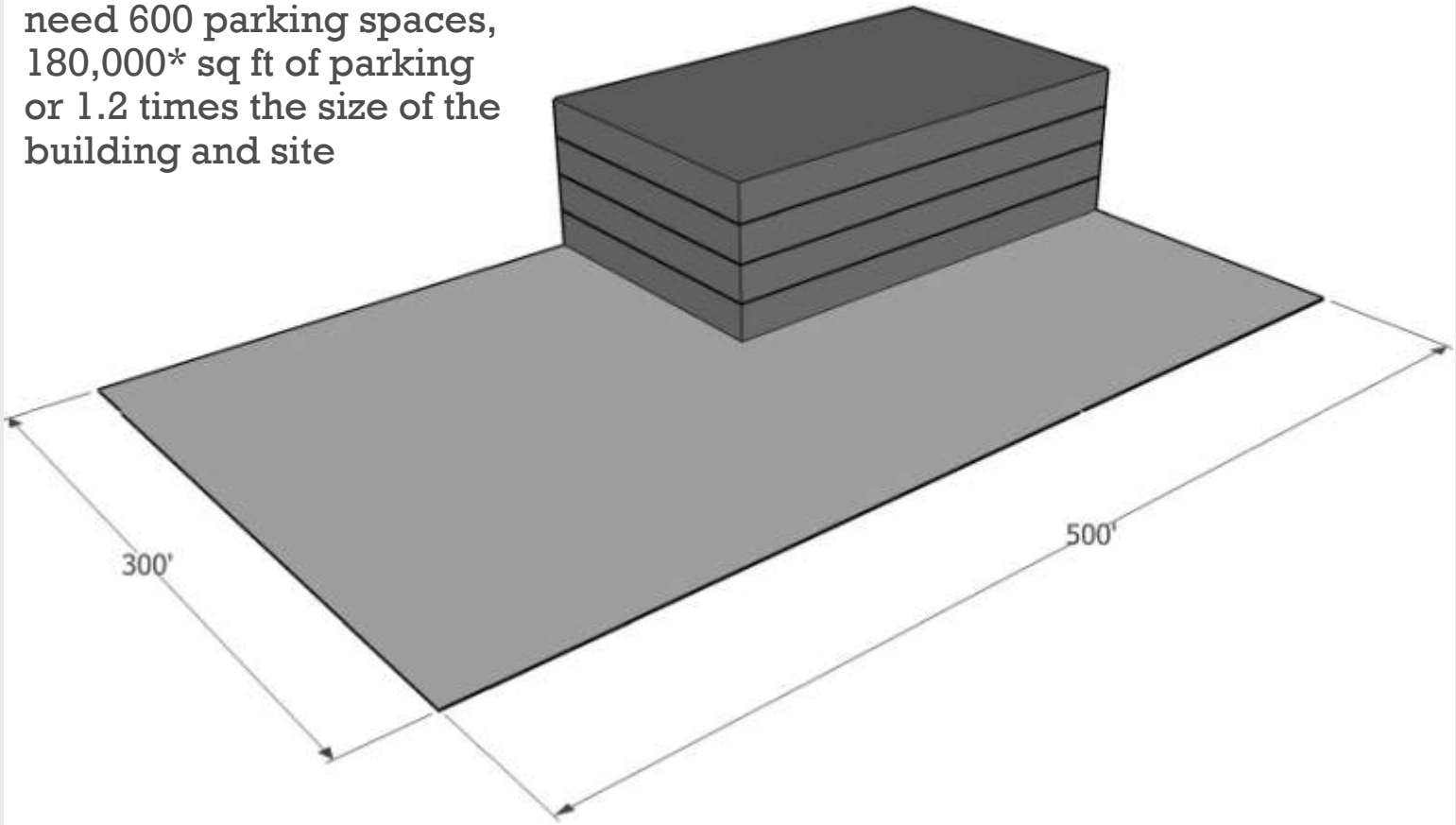


* using an average of 300 sq. ft. per space for surface parking which includes circulation

FAR 1.0

150,000 sq. ft. on 150,000 sq. ft. site – 4 stories

If this were office, it would need 600 parking spaces, 180,000* sq ft of parking or 1.2 times the size of the building and site

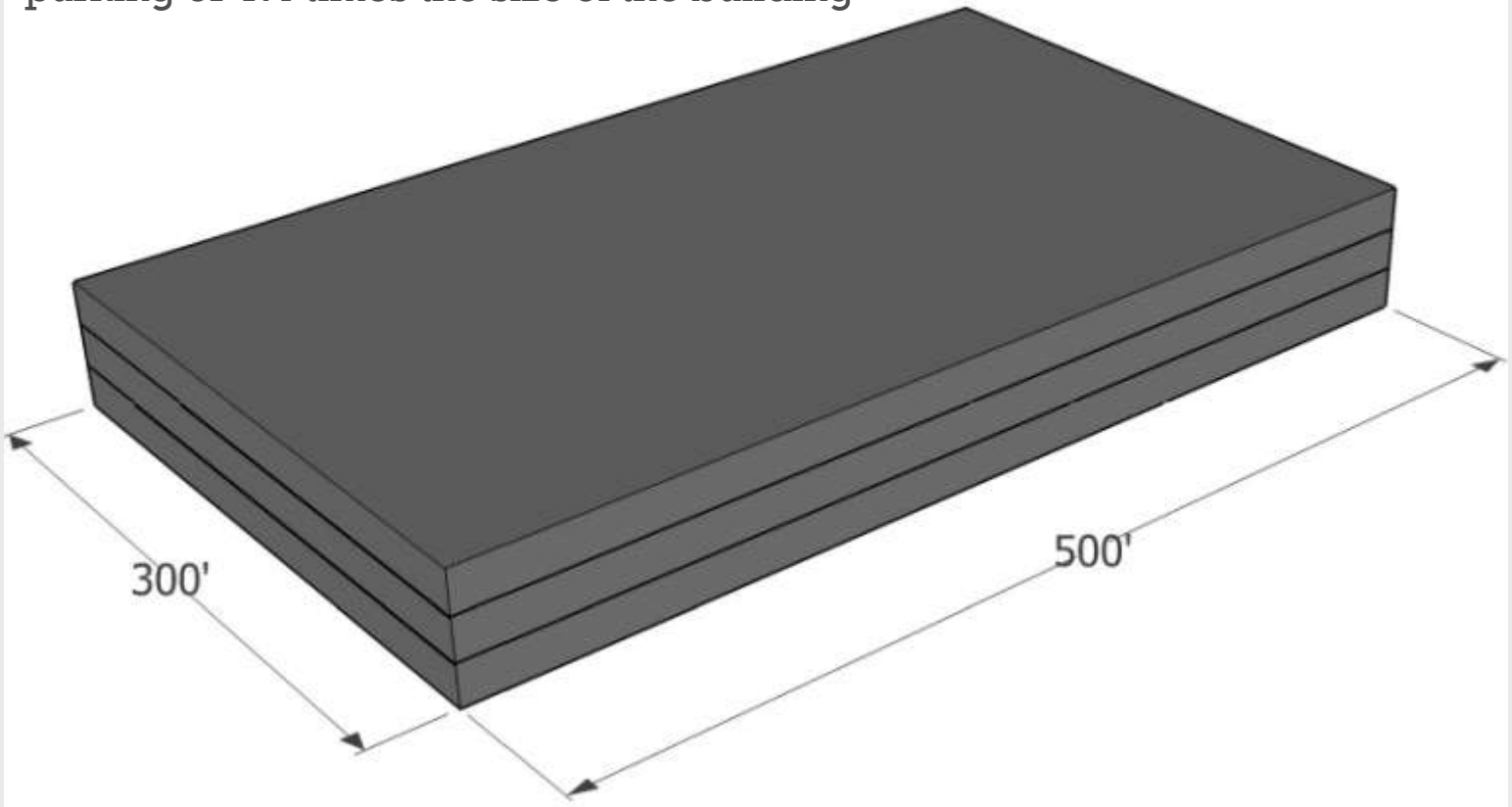


* using an average of 300 sq. ft. per space for surface parking which includes circulation, 350 sq. ft. per space for structured parking

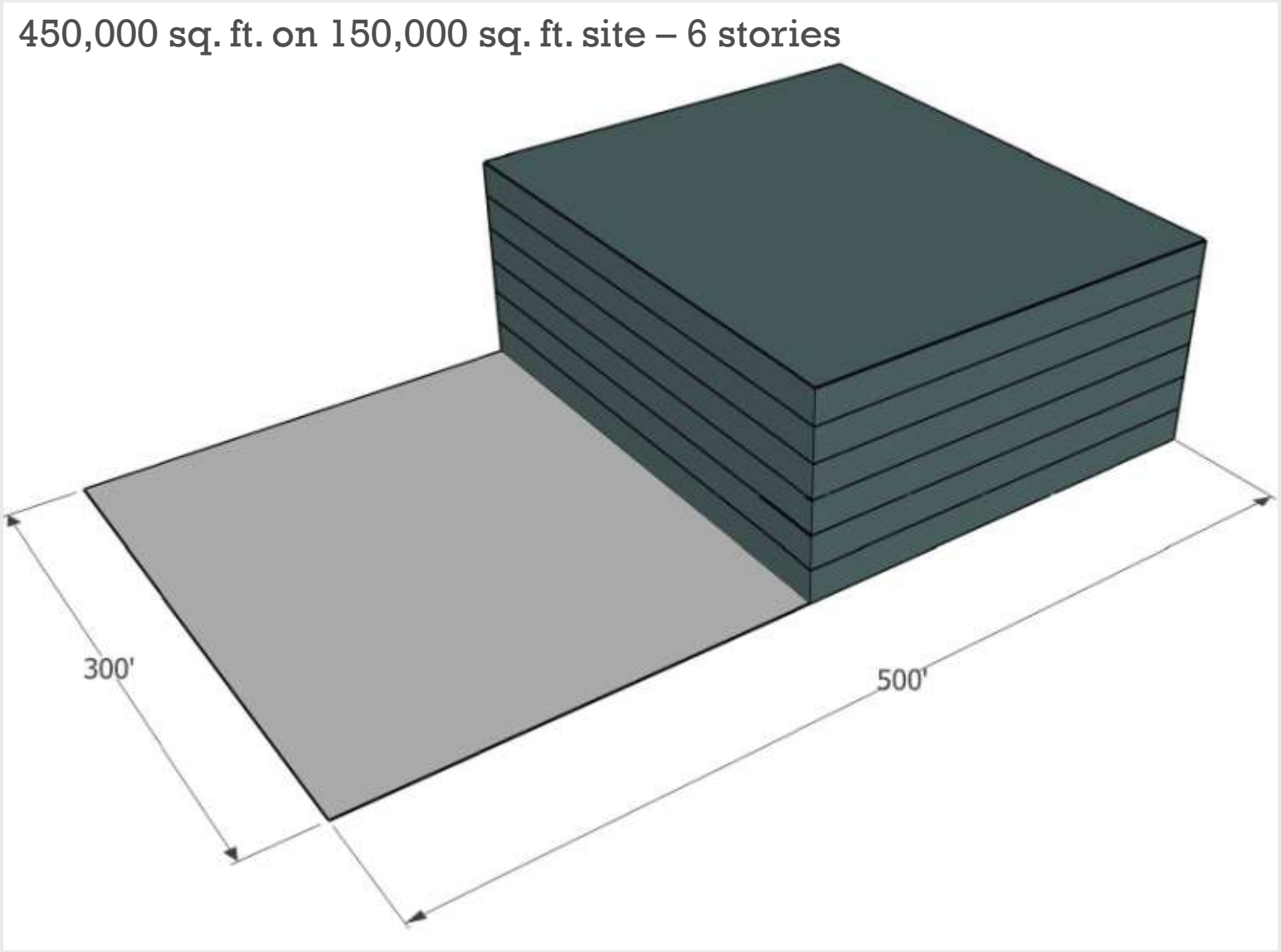
FAR 3.0

450,000 sq. ft. on 150,000 sq. ft. site – 3 stories

If this were office, it would need 1,800 parking spaces, 630,000* sq ft of parking or 1.4 times the size of the building



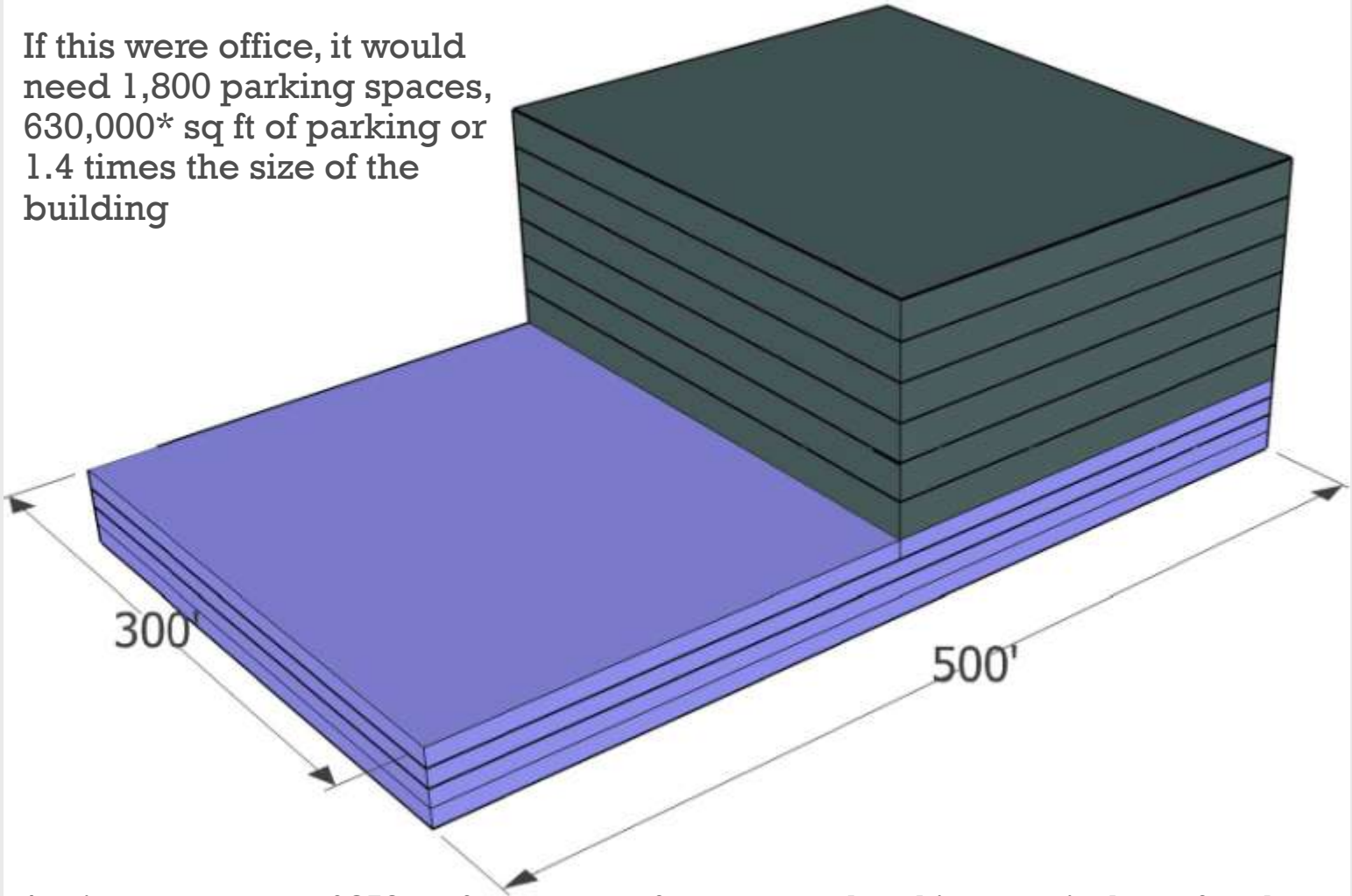
FAR 3.0



FAR 3.0

450,000 sq. ft. on 150,000 sq. ft. site – 6 stories

If this were office, it would need 1,800 parking spaces, 630,000* sq ft of parking or 1.4 times the size of the building



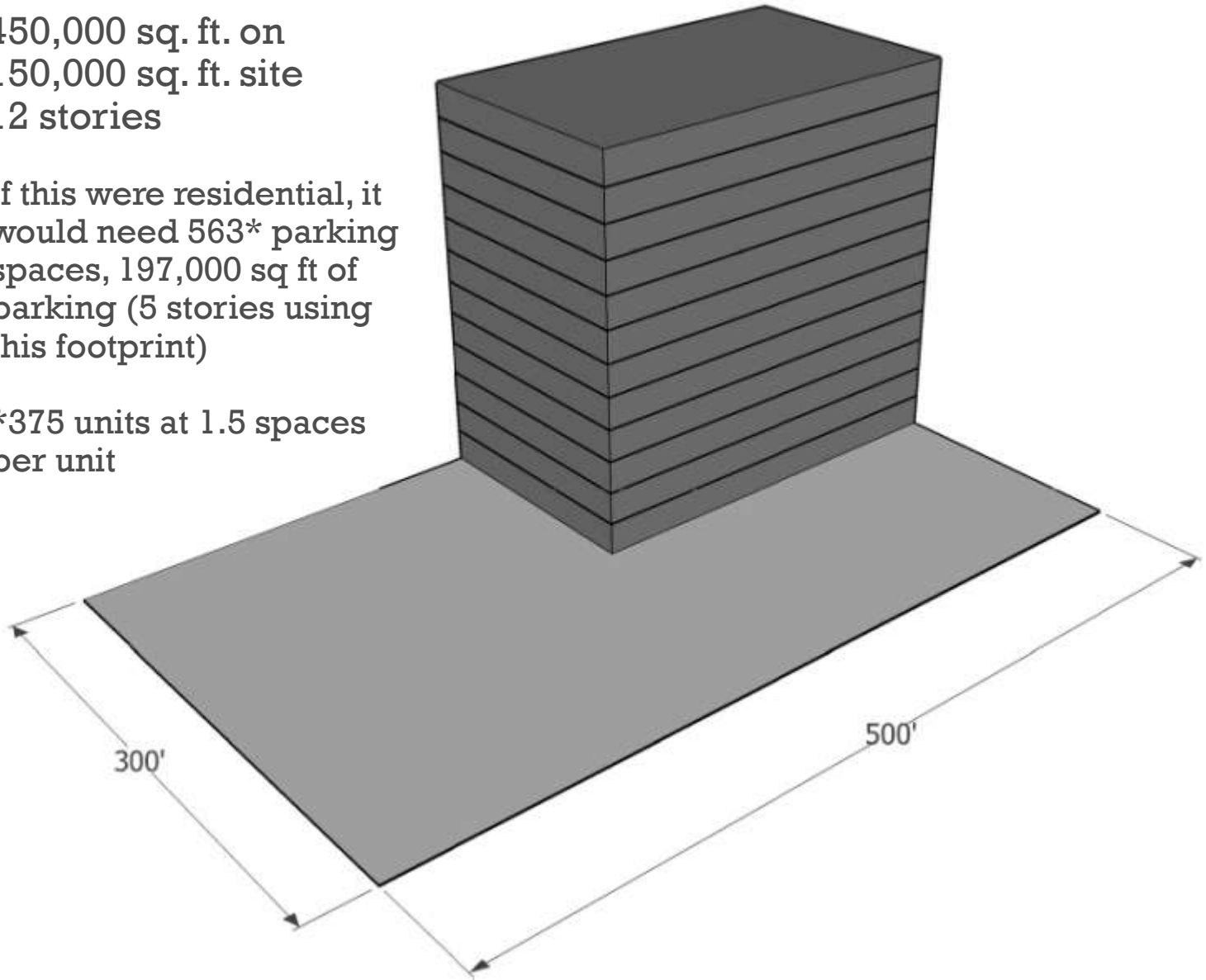
* using an average of 350 sq. ft. per space for structured parking – typical cost for above grade structures is $25,000 per space (this structure would cost $45 million)

FAR 3.0

450,000 sq. ft. on
150,000 sq. ft. site
12 stories

If this were residential, it would need 563* parking spaces, 197,000 sq ft of parking (5 stories using this footprint)

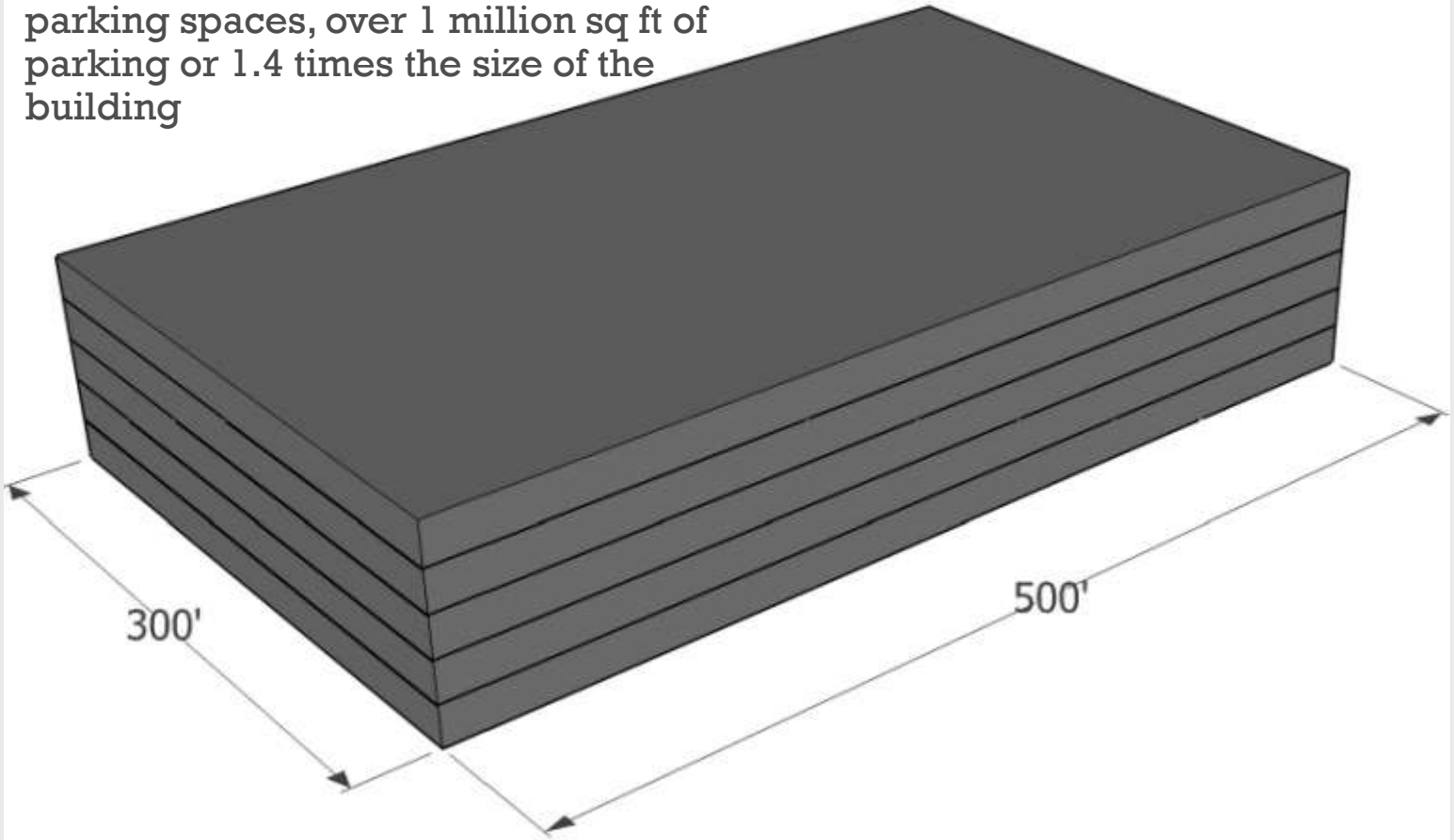
*375 units at 1.5 spaces per unit



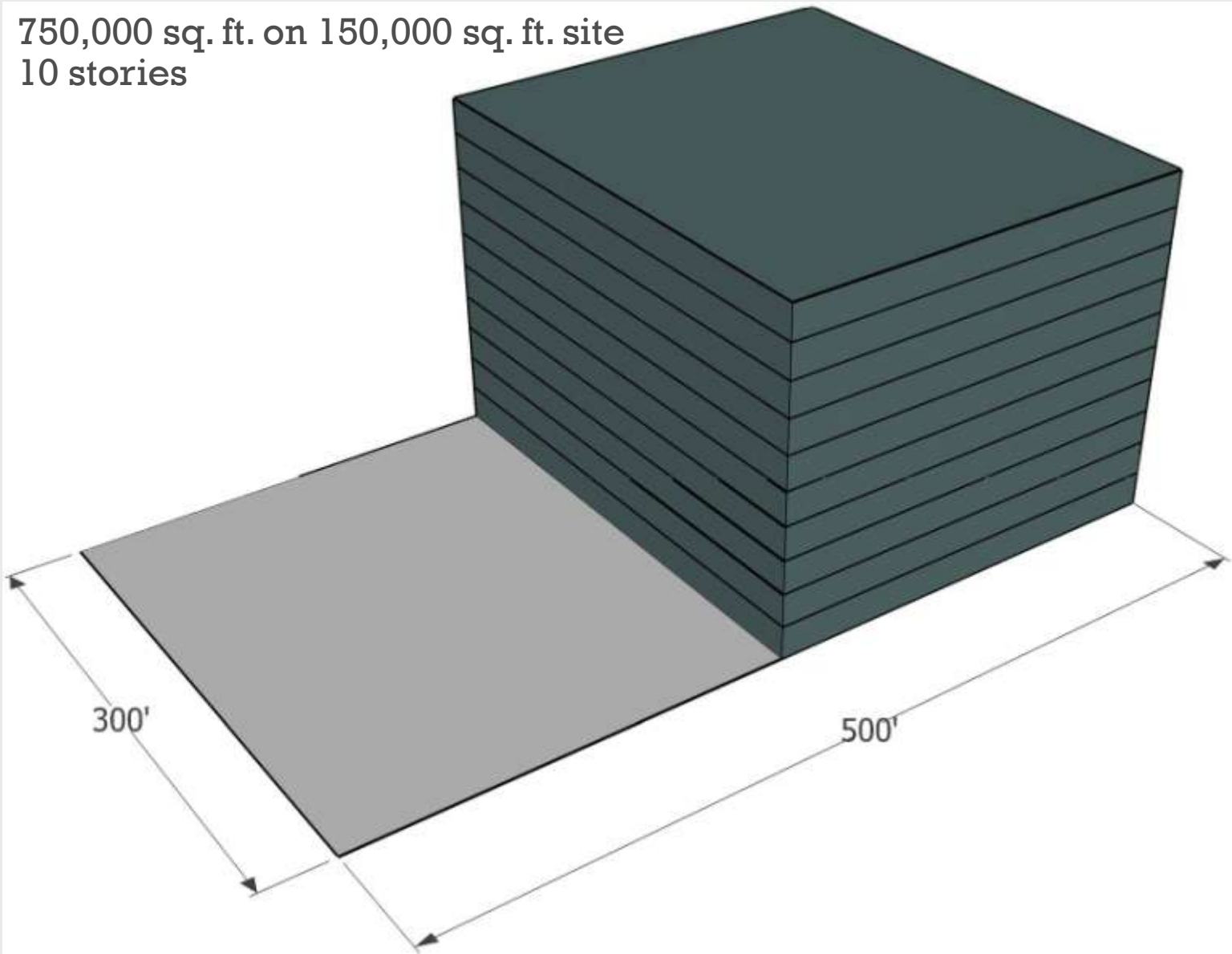
FAR 5.0

750,000 sq. ft. on 150,000 sq. ft. site - 5 stories

If this were office, it would need 3,000 parking spaces, over 1 million sq ft of parking or 1.4 times the size of the building



FAR 5.0

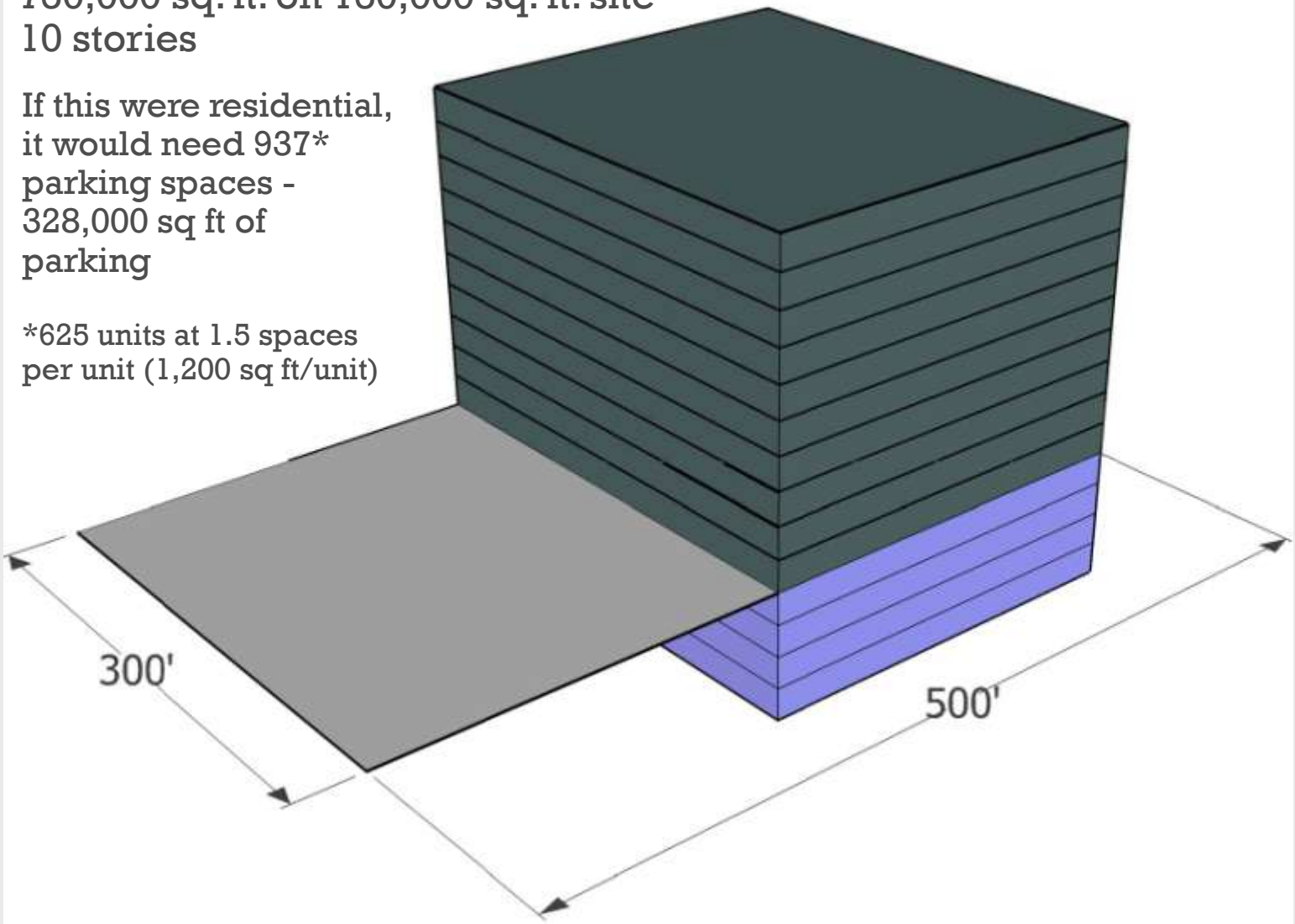


FAR 5.0

750,000 sq. ft. on 150,000 sq. ft. site
10 stories

If this were residential, it would need 937* parking spaces - 328,000 sq ft of parking

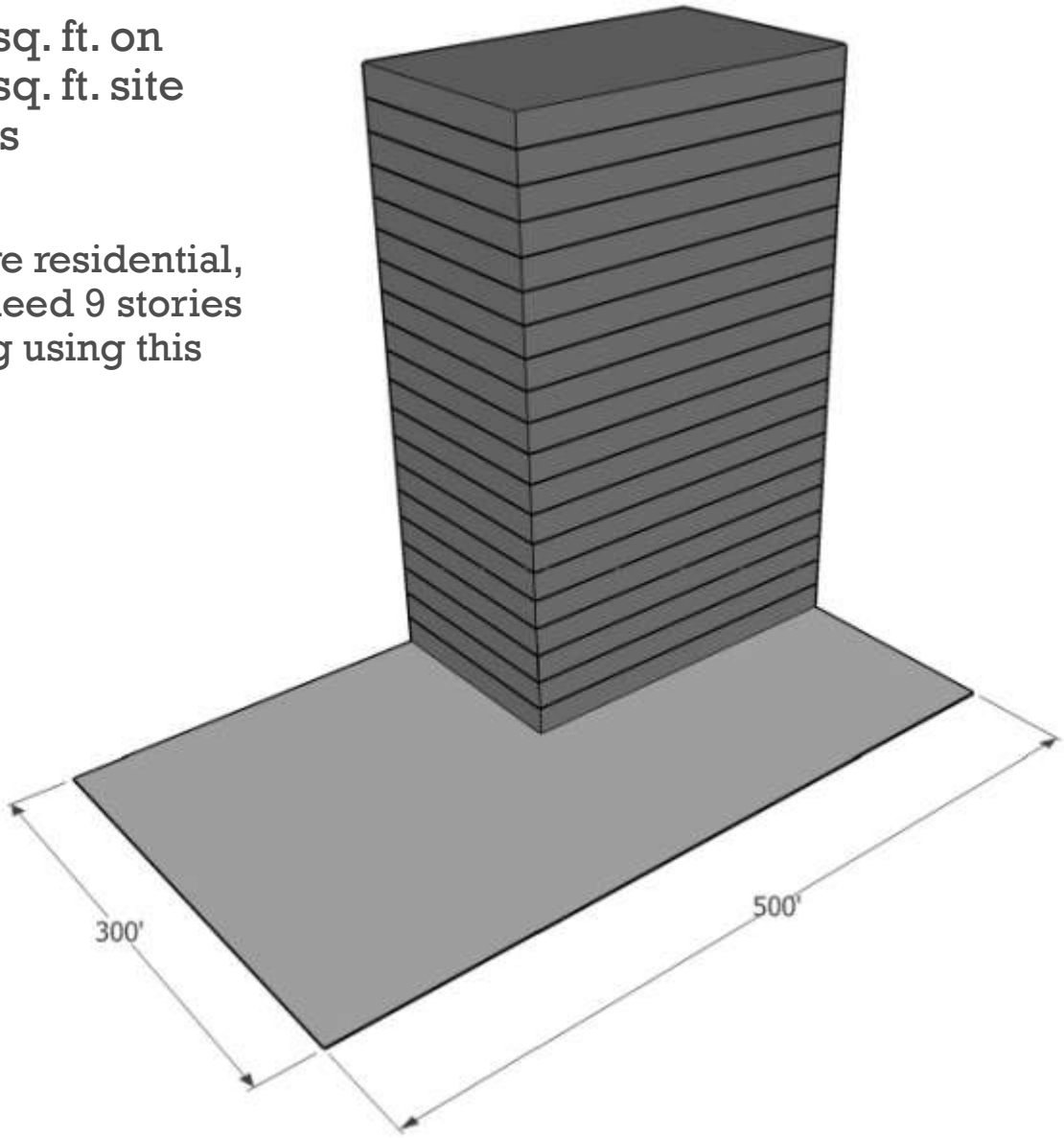
*625 units at 1.5 spaces per unit (1,200 sq ft/unit)



FAR 5.0

750,000 sq. ft. on
150,000 sq. ft. site
20 stories

If this were residential, it would need 9 stories of parking using this footprint



Next Steps

Refinement of Land Use Alternatives

- Economics
- Streets

3D Massing Studies of Alternatives

April 13 GSC Meeting

May 11 GSC Meeting