Section

B

A Description of Blighting Conditions Existing in the Project Area

This Section describes and documents the persistent blighting conditions that exist within the Project Area. Blight is defined by CRL Section 33030 and 33031 (Appendix B).

The following Executive Summary is designed to provide an overall description and visual characterization of the Project Area. Following these descriptions, each of the factors contributing to blight, as defined by the CRL, is discussed and statistically documented.

Executive Summary

This subsection summarizes the blighting conditions found in the Project Area. The findings are based upon a land use survey (described on Page B-5), secondary data sources, and subsequent analyses.

- Physical Blight

  As defined by CRL Section 33031(a), there are four subsets of physical blight: 1) factors that prevent or substantially hinder the economically viable use or capacity of buildings or lots, 2) buildings in which it is unsafe or unhealthy for persons to live or work, 3) adjacent or nearby uses that are incompatible with each other, and which prevent the economic development of those parcels, and 4) the existence of lots of irregular form and shape and inadequate size for proper usefulness that are in multiple ownership.

  Factors that substantially hinder the economically viable use or capacity of buildings or lots. Sixty-six percent (66%) of commercial lots are one acre or less in size and only 17% of commercial lots are two acres or more in size. One acre is considered a marginally developable size for new commercial sites with two and three acres being the preferred modern threshold for commercial development viability. Fifty-eight percent (58%) of the industrial lots are one acre or less in size and only 13% of the industrial lots are five acres or more in size. The ideal size for industrial developments is a minimal of five acres. Parking in the Project Area is very limited, with 59 (51%) of the commercial properties and 73 (50%) of industrial properties surveyed having inadequate on-site parking. This limits the growth potential for businesses, and may impact whether new businesses choose to locate in the area. Inadequate parcel size

also results in deficient loading facilities and outdoor storage (trash, debris or visible storage on property, or storage or goods for sale on commercial properties), adding to the deteriorated character of the neighborhood. Of the properties surveyed 121 (82%) of industrial properties and 57 or (49%) of commercial properties exhibited outdoor storage, and 34 (23%) of the industrial properties and 16 (14%) of the commercial properties exhibited insufficient loading facilities.

The existing commercial districts were originally developed for small manufacturing businesses. Commercial uses are now, in many cases, trying to adapt industrial buildings which were not designed appropriately for the new use. This has created haphazard development conditions, without any coherent theme, leaving the area visually blighted. This style of development is considered in today's marketplace to be obsolete as evidenced by the size and layout of recently constructed commercial centers in other areas of the City.

Fifty-three (18%) properties have excessive coverage in which the amount of lot covered by structures does not permit adequate access, parking and open space. This severely impacts the surrounding residential uses on the periphery of the Project Area and results in spill out into the public right–of-way (e.g., streets crowded with parked cars and increased traffic).

Buildings unsafe/unhealthy to live or work in. This condition affects both commercial and industrial properties. City of San Diego data shows serious code enforcement violations in and adjacent to the Project Area. Numerous violations were observed during the land use survey, such as structural or system hazards and property deterioration. Of the properties surveyed, 16% had damaged exterior building materials, 25% had exposed wiring, and 14% suffered from lack of paint or faulty weather protection. Many buildings were comprised of substandard materials with buildings were made of corrugated metal, even though this has not been permitted for decades. One-hundred-fifty five (54%) of parcels have inadequate vehicle access which results in safety hazards.

Lots of irregular form and shape and inadequate size for proper usefulness that are in multiple ownership. Twenty percent (20%) of parcels within the commercial corridors exhibited this characteristic, creating a barrier to redevelopment because without lot consolidation it will be difficult to reuse these properties.

Incompatible adjacent uses. Using a strict definition (counting only those parcels in which commercial and industrial uses were directly adjacent and both within the Project Area), 45 properties were identified as having incompatible adjacent uses.

Overall, 90% of parcels in the Project Area exhibit one or more physical blighting characteristics.

- Economic Blight

  As defined by CRL Section 33031(b), of the five economic blighting conditions, the Project Area primarily exhibits three conditions which are as follows: 1) depreciated or stagnant property values, or impaired investments, including properties containing hazardous wastes, 2) abnormally high business vacancies, low lease rates, or high turnover rates, and 3) a high crime rate that constitutes a serious threat to public safety.

  Depreciated or stagnant property values, or impaired investments, including properties containing hazardous wastes. The industrial origins of the Project Area have caused industrial uses with hazardous wastes to be adjacent to or in close proximity to commercial uses, causing a negative impact on property values. While Project Area assessed valuations have risen approximately 12.9% over the last two years, average assessed values for the City of San Diego ("City") and the County of San Diego ("County") have risen 21.4% and 22.2% respectively over the same time period. Project Area assessed values have risen 40% to 42% less than the City and County respectively.

  Abnormally high business vacancies, low lease rates, or high turnover rates. According to real estate professionals, the Project Area has a gross lease rate of $.80 per square foot for industrial properties, which is $.10 - $.25 per square foot lower than surrounding markets. In the commercial portion of the Project Area the office lease rates are generally $1.43 per square foot or $.27 - $.87 per square foot lower than surrounding markets. Neighborhood shopping centers are lower than in similar shopping centers outside of the Project Area. Overall lease rates within the Project Area tend to be lower than in the surrounding markets because the buildings in the Project Area are older and lack amenities and do not provide opportunities for expansion.

  A high crime rate that constitutes a serious threat to public safety. Based upon the 2003 FBI Index Crimes per 1000 population, the crime rate in the census tracts representing the Project Area is 37% above the County average. Three of the six census tracts are considered high crime areas in comparison to the surrounding communities.

In summary, the physical and economic blighting conditions are so prevalent in the Project Area that the private sector acting alone without the tools of redevelopment cannot alleviate the blight. Exhibit B-1 presents a summary matrix depicting why the Project Area meets the legislative requirements of the CRL to be included within the boundaries of a redevelopment project area.

Exhibit B - 1: Blight Matrix

PHYSICAL BLIGHT

Factors that Prevent or Substantially Hinder the Economically Viable Use of Buildings or Lots

Condition	Severity	Impact
Inadequate Lot Size	66% of commercial parcels are less than 1 acre, which is smaller than current commercial development standards and 72% of industrial parcels are less that 2 acres, which is smaller than current industrial development standards	Limits parking Lessens lease rates Impedes shopper access Limits amenities (open space, landscaping) Necessitates lot consolidation
Inadequate Parking	51% of commercial properties and 50% of industrial properties lack adequate parking	Buildings less convenient for patrons Lessens desirability of property Lessens lease rates Spill-over-parking impacts adjoining neighborhoods
Inferior Loading	14% of commercial properties and 23% of industrial properties have inadequate or no loading area	Limits building use options Blocks parking Creates hazardous roadway conditions
Outdoor Storage & Production Trash/Debris/Stagnant Water	49% of commercial and 82% of industrial properties utilized outdoor areas for storage and/or production. 30% of commercial and 71% of industrial properties suffer from the outdoor placement of trash, debris and /or stagnant water	Violates city zoning code Creates hazardous conditions Decreases attractiveness of property

Buildings that are Unsafe/Unhealthy to Live and Work In

Condition	Severity	Impact
Serious Code Enforcement Violations	278 serious code violations reported during last three years in and around the Project Area; these include hazardous systems, unpermitted construction and deteriorated properties	Demonstrates unsafe conditions scattered throughout the Project Area Deteriorated appearance of property
Dilapidation and Deterioration	16% of parcels have damaged building materials; 9% of parcels have deteriorated wood; 25% have exposed wiring; 14% of parcels lack paint	Deteriorated appearance of property Parcels less attractive to patrons or developers Instances of unsafe conditions
Inadequate Vehicle Access	45% of commercial properties and 65% of industrial properties have inferior access	Lower lease rates Causes hazardous conditions
Substandard Building Materials and Faulty Additions	16% of commercial properties and 37% of industrial properties have substandard building materials. 9% of commercial and 24% of industrial properties have faulty additions	Causes hazardous conditions Deteriorated conditions

Lots of Irregular Form and Shape and inadequate Size for Property Usefulness that are in Multiple Ownership

Condition	Severity	Impact
Nonrectangular lots of less than 1-acre	20% of parcels (59 parcels studied)	Deters private investment

Incompatible Uses

Condition	Severity	Impact
Incompatible parcel uses that prevent the economic development of those parcels	45 properties within the Project Area have incompatible uses (conflicts between commercial and industrial properties, both within the Project Area)	Effects use of parcels

ECONOMIC BLIGHT

Depreciated or Stagnant Property Values; Impacted by Hazardous Waste		
Condition	Severity	Impact
Depreciated Property Value	Over the last two years, property values have only risen 13% in the Project Area compared to 21.4 and 22.2% in the City and County respectively	Indicates lack of investment in properties both in terms of imporvements and resale
Hazardous Materials & Waste	The are 16 properties of environmental concern in the Project Area, in addition 52% of all properties suffer from excess garbage and/or outdoor storage of combustible materials	Environmental remediation of property can exceed the value of the property itself, making cleanup economically infeasible for property owners

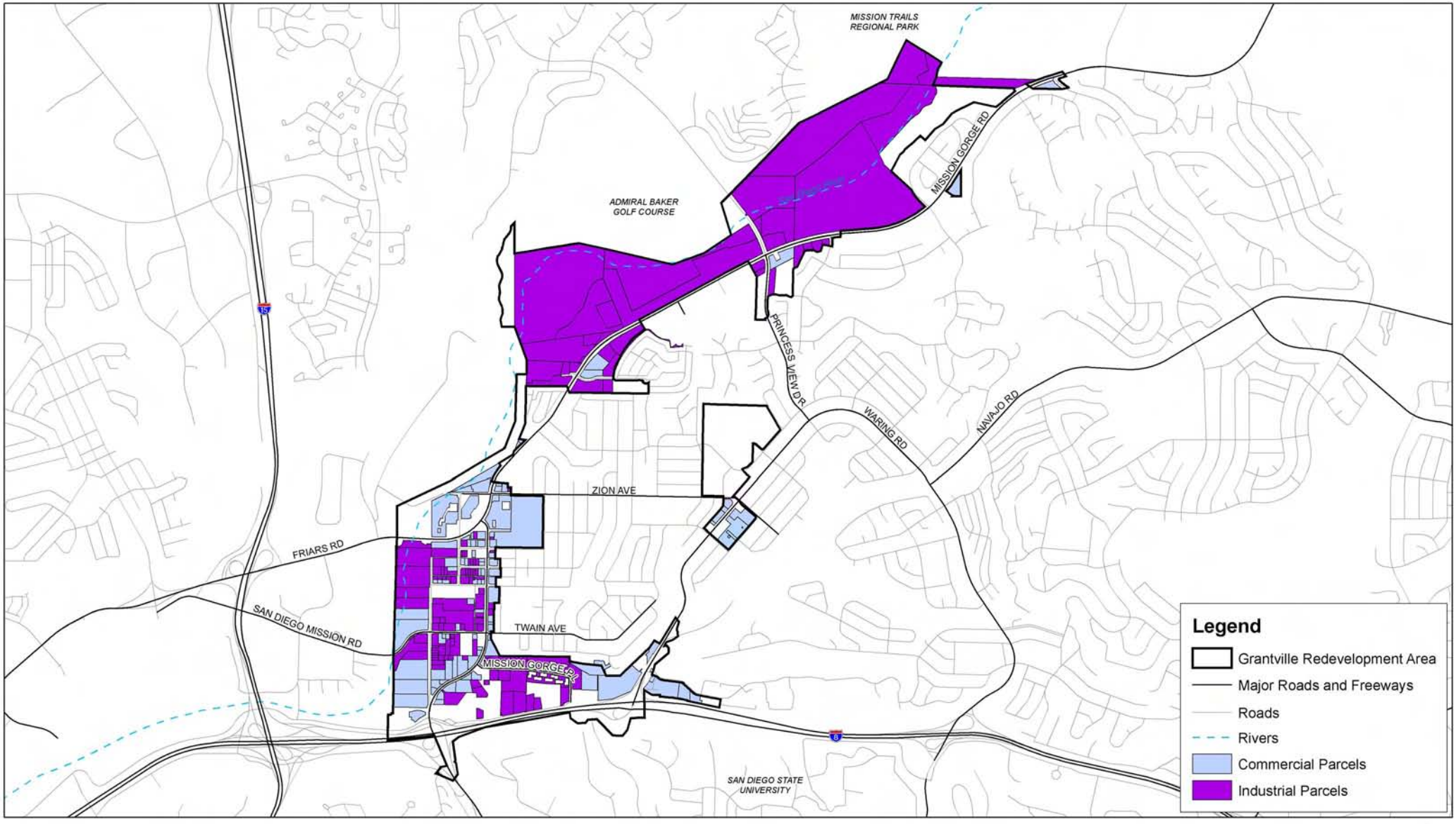
Abnormally High Business Vacancies, Low Lease Rates, or High Turnover Rates		
Condition	Severity	Impact
Lower Lease Rates	According to real estate professionals, lease rates in the commercial and industrial areas of the Project Area are lower than surrounding markets. Office/Retail - $.27-$.87 per square foot less than surrounding markets; Industrial - $.10 - $.25 per square foot less than surrounding markets;	Inadequate funding and cash flow Results in deterioration

A High Crime Rate that Constitutes a Serious Threat to Public Safety		
Condition	Severity	Impact
High Crime Rate that Constitutes a Serious Threat to Public Safety	37% higher crime rates per one thousand population than San Diego County	Expends more public safety resources when crime rates are higher and discourages patronage of the Project Area

Source: RSG

Exhibit B - 2: Parcels Exhibiting At Least One Blighting Condition

See attached map of Blighting Conditions.



Grantville Redevelopment Project Area

Parcels exhibiting at least one Blighting Condition

Sources: SanGIS, 2004, BRG Consulting, Inc., and RSG Land Use Survey, 2005

0 0.25 0.5 1 1.5 2 Miles

Study Approach and Methodology

Several data sources were utilized to quantify existing conditions in the Project Area. A complete listing is included as Appendix C. An important data source for evaluating the existence and prevalence of conditions that characterize blight in the Project Area was the field survey conducted by Rosenow Spevacek Group, Inc., consultants to the Agency, in October and November 2004. The survey documented existing physical and economic conditions of each parcel in the Project Area. Both physical and economic indicators were observed during the field survey, including inadequate parking and access, defective/substandard design, inadequate lot size, deterioration and dilapidation, flooding, impaired investments, substandard building materials, faulty additions, incompatible uses, substandard traffic circulation and unsafe traffic conditions.

Surveyors' Qualifications

The lead surveyor, David Parsons, has a masters' degree in City Planning and Public Administration and has worked in local government for 3 years. At his previous position, Mr. Parsons worked in the Planning Department as a liaison to the Code Compliance Department and the neighborhood revitalization task force. He assisted property owners with their housing rehabilitation projects, including determining zoning compliance. Mr. Parsons has worked with RSG nearly two years, principally assisting in the amendment and adoption of redevelopment project areas as well as other related redevelopment activities. He has worked on project area amendment projects in the cities of Carlsbad, National City, Pinole, Poway and San Diego.

Assistant to the lead surveyor, Walt Lauderdale holds a bachelors of Science degree in urban and regional planning and has worked in the field of community development and land use planning for nearly eleven years. Mr. Lauderdale has worked with RSG for over 3 years and has assisted in plan adoption and amendment activities of redevelopment project areas in addition to other related redevelopment activities. He has worked on project area adoption or amendment projects in communities such as South Central Los Angeles, Los Angeles Mid-City, San Diego and Watts.

Based upon initial reconnaissance, RSG prepares and refines a survey instrument for each proposed project area. RSG staff visited the area surrounding the proposed Project Area several times to determine its preliminary boundaries. Each parcel has its own survey sheet and is identified by parcel numbers using county parcel maps. The survey forms include physical blighting conditions as prescribed by CRL Section 33031(a), and economic blighting conditions listed in CRL Section 33031(b), which are amenable to a visual survey. The survey forms contain consistent, educated assessments regarding the condition of parcels in the Project Area. The land use survey results in a nominal assessment of whether a condition is "present" or "not present." RSG acknowledges that different degrees of deterioration or deficiencies are present in each parcel. RSG staff at a minimum cites a condition as present if a reasonable

person, shown the condition, could see the damage. In most circumstances, this deterioration was visible from the right-of-way (streets or alleys). In the commercial and industrial properties inspectors may have viewed properties from parking lots or driveways. The following list describes the condition(s) that are present when a property/parcel is designated as having the following physical deficits.

Deterioration/Dilapidation

Broken/deteriorated roofing material

- Describes broken and worn shingles
- Tarped roofs that presumably are leaking
- Roofing materials that are approaching the end of their useful life

Deteriorated wood eaves/overhangs/framing

- Describes wood rot deterioration
- Likely insect infestation causing damage
- Physical damage from age or unknown causes

Damaged building materials

- Describes voids in building materials
- Significant cracking
- Crumbling materials

Exposed wiring

- Signifies electrical wiring either strung or dangling from buildings.
- Describes excessive exterior conduit on outer walls from multiple additions
- The presence of extension cords protruding from windows/doors, appearing to supply indoor or outdoor electrical power

Broken window/door

- Indicates a broken or cracked window
- Describes exterior doors including garage doors with voids or severely damaged wood

Structural damage of roof, foundation or walls

- A visual bow or curve in the roof
- Crooked roof
- Significant cracking about the foundation (not cracked stucco)

Substandard exterior plumbing

- Describes piping usually attached to the exterior of a structure that appears to not meet current code requirements

Faulty weather protection - lack of paint

- Indicates instances where areas of structures lack paint or colorcoat or paint is peeling

Defective Design

Inadequate vehicle access
- Driveways that do not allow two vehicles to pass
- Curves or turns in driveways that prevent seeing on-coming traffic

Substandard exterior building materials
- Structures built with tin, corrugated metal, plywood, etc. (materials that do not meet current building codes)

Poorly constructed addition
- Structures that appear to not meet current building codes because of design, configuration, materials

Lack of light/ventilation
- Structures with inadequate set-backs and or windows
- Industrial buildings with inadequate mechanical ventilation systems.

Factors Inhibiting Economic Viability

Inadequate parking on-site
- Indicates that the number of parking spaces does not meet current code requirements
- Designates situations of inadequate parking that were observed during the survey

Inadequate loading facilities
- Indicates properties that have inferior loading facilities due to size, configuration
- No loading facilities

Excessive coverage
- Designates commercial and industrial properties that lack parking, open space, landscaping, and/or access

Outdoor storage/garbage/debris
- Specifies properties that have trash strewn about
- Indicates properties that have commerce, storage or displays outdoors

Commercial and Industrial businesses with persons working outdoors
- Circumstances in which persons were observed working outdoors (primarily on automobiles and light-manufacturing)

No off-site parking
- Indicates that on-street parking is not available along the curb in front of a parcel

Physical Blighting Conditions

The CRL describes physical conditions that cause blight. These physical conditions are assessed in terms of the health and safety of persons and the economic viability of development in an area. To make this assessment, data from field surveys, code enforcement, police and other sources are evaluated to determine what conditions may be adversely affecting the health and safety of persons in an area, as well as the adverse economic conditions that result from these physical conditions. Generally as economic returns from an area decline there is a corresponding lack of investment in physical upkeep of properties, further perpetuating physical blight. CRL requires that both physical and economic blighting conditions be present when establishing a project area.

Overall, 90% of all parcels in the Project Area suffer from one or more physical blighting conditions (Table B-1). The physical blighting conditions of the properties within the Project Area include deterioration and dilapidation, inadequate lot size, inadequate vehicle access, substandard building materials along with faulty additions, inadequate parking and loading, and obsolescence. The presence of these conditions reflects a lack of investment by property owners in maintaining their properties in good condition to assure the safety of persons who work in the area. Poor physical conditions place a burden on the community by reducing its ability to meet its goal of fostering vibrant neighborhoods.

Blighting conditions have had a serious impact on the economic viability of the Grantville Community. The Navajo Community Planning Group has articulated in the NCP that the Project Area is an important community resource for job growth, commercial services, revenue generation, and residential serving recreational uses. The local planning groups have expressed the need to relocate some industrial uses while still maintaining the area's job base. Light industrial parks would be an ideal alternative for the many auto related uses, screening them from the commercial corridor and nearby residential properties. Modern industrial parks would also give a springboard for new types of businesses in the Project Area and facilitate relocation of some industrial uses from the commercial area. Protecting open space and improving transportation systems are also priorities for local planning groups.

Table B-1 summarizes the blighting conditions observed during the field survey of the Project Area. There were 289 distinguishable properties among 355 parcels. Parcels or property uses not individually reflected in the table include; parking lots that were part of developments, condominium (commercial and industrial) that were part of a single property use and some vacant parcels.

TABLE B-1
SUMMARY OF BLIGHTING CONDITIONS

Properties in the Project Area	Number of Properties					
Total number of properies surveyed	289					
Public property/Unknown property uses	26					
Total number of commercial use properties	116					
Total number of industrial use properties	147					
Physical Blighting Conditions	Industrial Parcels Surveyed with Blighting Condition	Percent of Industrial Parcels Surveyed with Blighting Condition	Commercial Parcels Surveyed with Blighting Condition	Percent of Commercial Parcels Surveyed with Blighting Condition	Total Parcels Surveyed with Blighting Conditions	Total Percent of Parcels Surveyed w/ Blighting Conditions
Deterioration and Dilapidation						
Lack of paint - faulty weather protection	28	19%	9	8%	41	14%
Exposed wiring	43	29%	27	23%	72	25%
Damaged exterior building materials	29	20%	12	10%	45	16%
Deteriorated wood eaves/overhangs/framing	15	10%	9	8%	26	9%
Defective Design						
Inadequate vehicle access	88	60%	52	45%	155	54%
Substandard exterior building materials	55	37%	19	16%	75	26%
Poorly constructed addition	35	24%	11	9%	46	16%
Inadequate pedestrian access	52	35%	11	9%	74	26%
Factors Inhibiting Economic Viability						
Inadequate parking on-site	73	50%	59	51%	138	48%
Inadequate loading facilities	34	23%	16	14%	50	17%
Excessive coverage/inadequate setbacks	24	16%	29	25%	53	18%
Outdoor storage or production	121	82%	57	49%	188	65%
Garbage/debris/stagnant water/combustible materials	104	71%	35	30%	151	52%
No off-site parking	64	44%	48	41%	120	42%
Total Number of Parcels Surveyed With at Least One Blighting Condition	138	94%	96	83%	259	90%

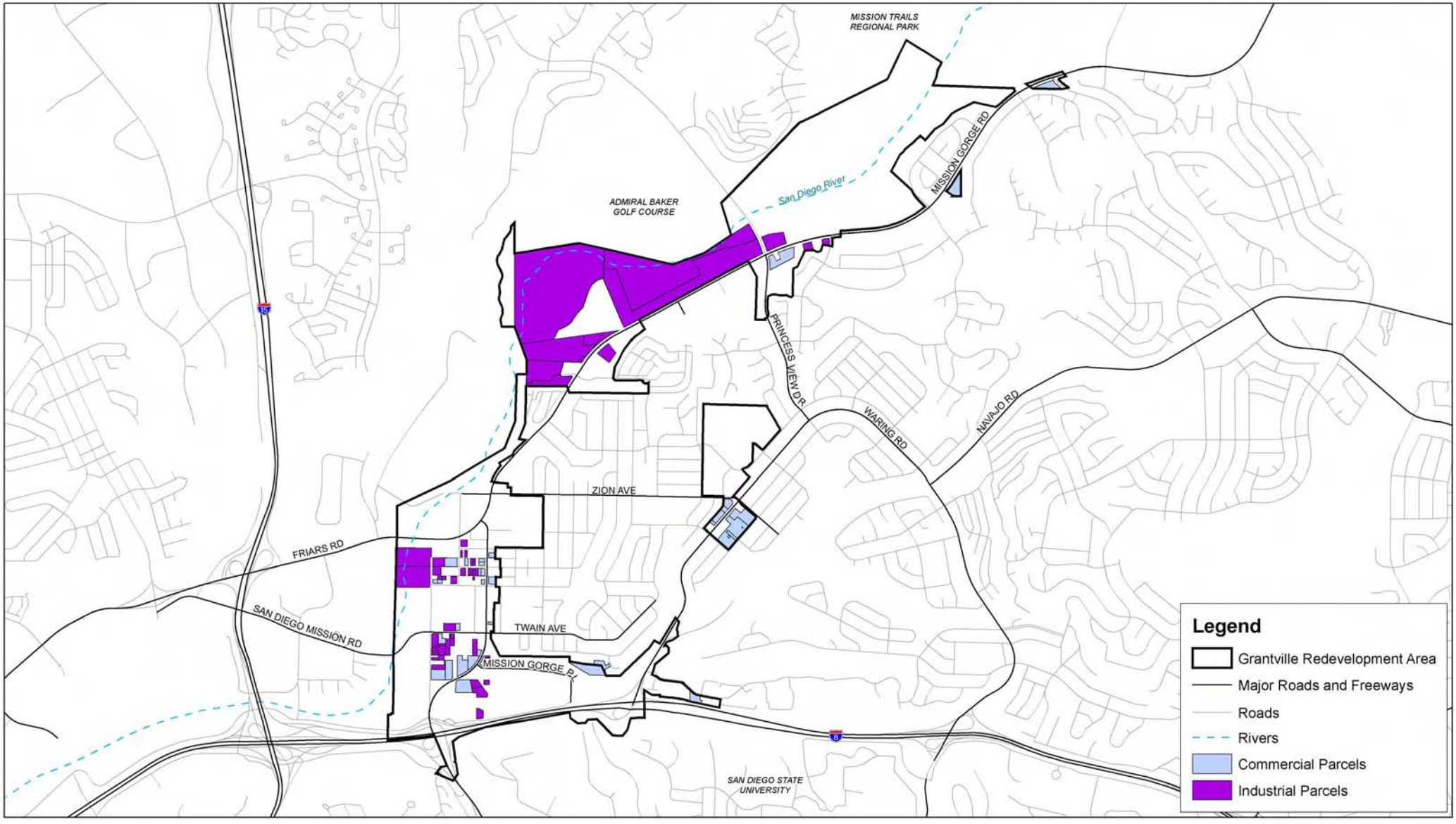
Source: Rosenow Spevacek Group, Inc. land use survey

Lack of Economic Viability

These physical conditions of blight cause a lack of economic viability as evidenced by the pro-forma development analyses included in this Section B. As the pro-formas indicate, inadequate lot size results in development that either (1) lacks adequate parking, loading and vehicle access (the existing condition); or (2) prohibits redevelopment and reuse of parcels because the density of development that exists today would not be allowed without provision for adequate parking, loading and vehicle access. Although zoning would allow greater building mass and density, new development constructed to these standards would be required to provide adequate parking, loading and vehicle access. Once these zoning-mandated necessities are included, the small lot sizes yield development that is substantially below allowed floor-area-ratios (density) that cause new development to be incapable of supporting the going land values in the area. The only solution to this dilemma is to consolidate parcels into larger areas that allow development yield to be maximized while at the same time providing the parking, load and vehicle access that modern zoning requirements, and current commercial/industrial markets, mandate. The data and analysis included in this section of the Report provides substantiation for these conclusions.

Exhibit B - 3: Parcels Exhibiting Physical Blight

See attached map of Physical Blight.



Grantville Redevelopment Project Area

Parcels exhibiting Physical Blight

Sources: SanGIS, 2004, BRG Consulting, Inc., and RSG Land Use Survey, 2005

0 0.25 0.5 1 1.5 2 Miles

General Description of Project Area

The following section provides a narrative description of the overall Project Area and includes photographs which highlight blighting conditions that exist. The description begins with the Mission Gorge commercial corridor, followed by the Allied Gardens commercial and Adobe Falls visitor service areas. The third section reviews the industrial portions of the Project Area with a separate discussion of the industrial uses along the San Diego River including sand and gravel extraction operations.

COMMERCIAL CORRIDORS

Mission Gorge Road

A substantial number of commuters from Allied Gardens and other residential neighborhoods in the Navajo Community use Mission Gorge Road as their main access point to and from the community. This high volume of traffic presents retail opportunities for the commercial businesses in Grantville. The demand for neighborhood serving commercial uses has stimulated commercial growth along Mission Gorge Road from Interstate 8 to Zion Avenue. There are no known residential uses directly in the Project Area, but along the eastern boundary of the Project Area just off Mission Gorge Road there are some high density residential uses that provide a limited pedestrian commercial base to the Mission Gorge commercial corridor ("commercial corridor" or "corridor"). Directly off Mission Gorge along Interstate 8 and Fairmont Avenue are industrial uses. The western edge of the corridor is formed by San Diego River ending near Zion Avenue. Along Zion Avenue at the northeast corner of the commercial corridor is Kaiser Hospital, the largest building and employer in the area. As discussed in the Introduction of this Report, the Navajo Community Plan stresses the importance of revitalizing the commercial uses along Mission Gorge Road in order to provide neighborhood commercial development and employment for local residents.

The commitment to revitalization is such that the Navajo Community Plan was amended in 1989 to address deteriorating conditions along the commercial corridor through the creation of the Community Plan Implementation Overlay Zone ("CIPOZ"). The decline in conditions cited in the 1989 amendment included poor traffic circulation, incompatible uses, over signage, and other visual impairments (NCP, Pg 28). This corridor is still plagued by the same problems which appear to have worsened due to the fragmented visual appearance of commercial and industrial users being side-by-side through out this portion of the Project Area. Much of Mission Gorge Road is designated mixed use, which allows both residential and commercial development along the street.

Competition from commercial users in this formerly industrial zone has created a situation that limits the overall economic viability of the commercial corridor. Area demographics indicate a marketplace for commercial users, however, because of the mix of industrial and commercial uses the physical appearance of the corridor and its immediate surroundings have deteriorated, which has in-effect created a

second tier commercial market. Given the demographics of surrounding residential uses it appears that a better, community serving, commercial market could be supported if physical constraints could be eliminated. Most of the commercial corridor was originally developed for industrial uses and later with commercial infill to meet demands from new residential development in Allied Gardens. Many commercial infill projects were developed with little consideration for aesthetics as well as parking. Prior to 1986, commercial uses did not require any off-street parking. This deficiency still affects the area. Due to heavier traffic loads, the change in automobile use patterns and full development of the area, parking is a significant problem particularly along the commercial corridor.

The deteriorated conditions and lack of parking and other amenities has led to marginal uses populating the area, making it less attractive to local shoppers. This has opened the area to a niche market of auto related uses in former industrial buildings. The Mission Gorge area is known as a location where vehicle repair businesses can operate with lower land/lease costs compared to other areas in the City of San Diego. Low lease rates for industrial uses are also related to the deteriorated condition of many buildings in the Project Area because reinvestment and improvement is not taking place. Auto repair is taking place outdoors rather than in enclosed bays, which are required for newer auto repair shops. Auto sales businesses are a growing use along the commercial corridor, but unfortunately the narrow lot configurations along Mission Gorge Road does not make auto sales a good fit in terms of site configuration and access.

Thirty three (33) auto related businesses are located along Mission Gorge Road with a total of 65 in the entire Project Area. These include used car sales and repair shops. Many of these establishments use mobile commercial buildings for sales, circumventing property taxes by not improving the parcels. Some shops perform repairs outdoors with hazardous material residue being left on outdoor repair surfaces, which eventually drain to the groundwater or San Diego River. Safety concerns from outdoor auto repair and chemical storage have resulted in code compliance investigations because of hazardous materials not being disposed of properly. Many repair shops have outgrown their facilities, as demonstrated in the pictures that accompany this section. Cars are parked in fire lanes on the properties causing hazardous conditions. This exacerbates the already crowded traffic conditions along Mission Gorge Road and negatively affects on-street parking for customers and employees of surrounding businesses.

Parcelization of the commercial corridor occurred when smaller lots were the norm. Stand-alone commercial buildings or small strip malls were built with inadequate or no amenities such as parking, loading areas or landscaping as now required by development standards. The corridor suffers from an acute parking problem; 54% of properties suffer from inadequate vehicle access, 48% suffer from inadequate parking and 42% of parcels do not have on-street parking. Lack of parking is another factor that reduces lease revenue and therefore discourages property owners from improving their property. Delaying property maintenance

and improvements perpetuates physical deterioration and discourages some shoppers from making their purchases in the Projects Area.

Because of the size of lots, businesses quickly out-grow their facilities, begin to operate outside of their buildings, and often use public streets for storage. There are repeated instances of this in the Project Area such as: such delivery trucks blocking streets or access to parking lots to make deliveries; substandard additions to buildings to accommodate storage and business expansion; in several instance, it was noted that storage areas were constructed in parking lots further impacting the existing shortage of parking in the area.

Outdoor displays of goods and excessive signage per zoning code are very common along Mission Gorge Road. Zoning does not permit storing of merchandise outside and restricts outside sales. Many businesses have excessive outdoor signage that was not only unsightly, but unsafe because the signage is constructed and placed in a matter that blocks sight views for driving and may encourage unsafe traffic maneuvers, such as going into the pedestrian path or street before the driver has an adequate line of sight to judge traffic conditions.

The following pages contain pictures representative of the Mission Gorge commercial corridor.

Parcel Number – 461 320 06
Used car lots and repair shops are a common use along Mission Gorge Road. These uses are an inefficient use of the narrow commercial properties and cause circulation congestion.

Parcel Number – 461 210 12
Outdoor vehicle repair shop with outdoor hydraulic lift along Mission Gorge Road does not reflect modern development standards and detracts from surrounding commercial uses.

Parcel – 461 210 11
Industrial uses surround the Mission Gorge commercial corridor and in several cases visually impair surrounding commercial properties.

Parcel 458-521-15
This property cannot accommodate the multiple businesses on the same site. The rental car agency parks cars back to back, which does not leave adequate area for customers of the other businesses.

Parcel – 461 320 05
This addition appears to be in the public right-of-way and demonstrates how most commercial businesses in the Project Area do not have adequate area to expand.

Parcel Number – 461 320 03
Unsightly outdoor storage and retail display along Mission Gorge Road.

Parcel Number – 458 522 09
Vehicle repair area for used car dealership on Mission Gorge Road. Vehicles regularly use alley for parking, limiting access through the area. The repair operation has also created a small salvage area to store damage parts that is less than 100 feet from the Mission Gorge Road. All vehicles are serviced in outdoor bays with commercial trash container and debris encroaching on the alley.

Parcel Number – 458 510 32
Delivery vehicle stopped in driveway to make delivery to neighboring property, thereby restricting access to the property.

Parcel Number – 461 220 11
Outdoor display area in the parking area. Also excessive window signage in violation of city code, which is unattractive to passers by.

Parcel Number – 458 522 19
Inadequate parking for delivery vehicles results in blocking of ingress and egress for other vehicles and discourages pedestrian access because delivery vans must use sidewalk for parking.

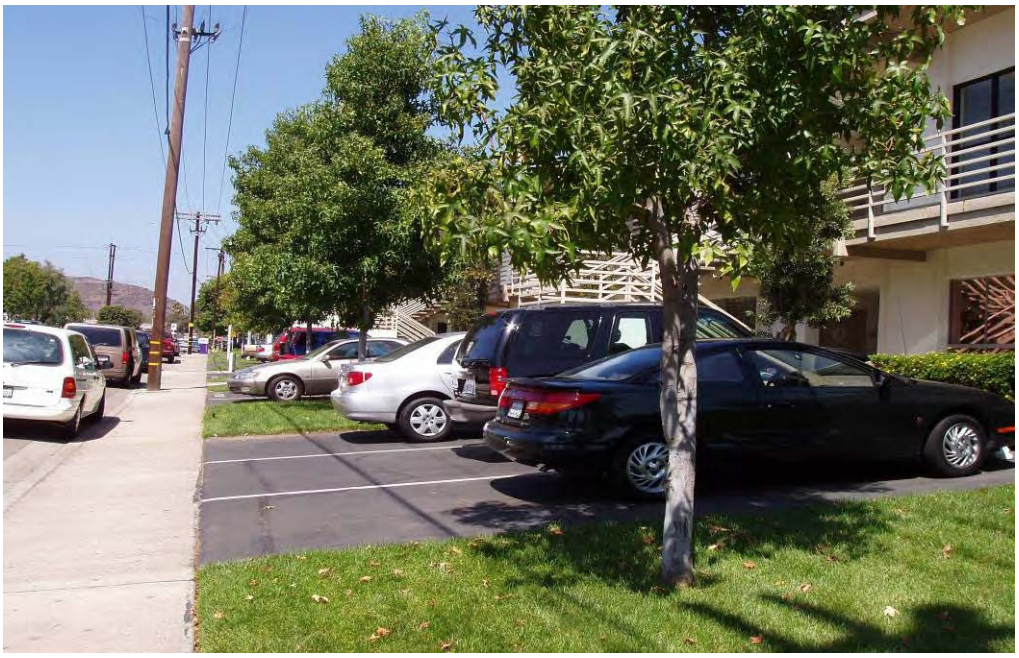
Parcel Number – 461 220 45
Due to parking shortages in many portions of the Project Area, property owners have installed signage restricting parking.

Parcel Number – 458 343 27

Inadequate storage and staging area causes shifting uses in parking lots and reduces that amount of parking available to patrons.

Parcel Number – 458 522 20

This former apartment building represents a transitional use in the area from residential to office use Transitional uses have marginal functionality in most cases because the building and site were designed for a different use. Transitional buildings often suffer from deferred maintenance because these properties are usually viewed as second tier properties and maintained accordingly.



Parcel Number – 461 220 49
Lack of on-site parking creates over parked streets impairing drivers' ability to safely access a site in their vehicle due to poor sight lines.

Parcel Number – 461 320 25
Poor traffic circulation causes drivers to make unsafe manures such as making turns before there is adequate lane capacity to accommodate the vehicle. This leads to both lanes being blocked.

Parcel Number – 458 510 27
Poor traffic circulation also causes drivers to use alleys as a through-traffic corridor as evidenced by this tanker truck using an alley to access the gas station. This is a very tight turn and several large vehicles were observed having to back out into traffic to reattempt the turn, blocking traffic behind them.

Allied Gardens Commercial

The southeast corner of Zion Avenue and Waring Road contains a strip commercial center which was built in the 1950s with a grocery store as an anchor, along with a bank and video store together comprising the entire southeast block. The center has had one minor remodel approximately 25 years ago. The development has physical deterioration, incompatible uses and inadequate available floor area to accommodate expansion of the Albertson's grocery store. The existing grocery store is approximately 28,000 square feet which is approximately 10,000 square feet short of today's standard grocery store. Expansion of the grocery store floor area is important in ensuring the grocery store remains in the community. If the grocery store were to relocate, the resulting vacancy could cause serious economic blight and hardship to the surrounding businesses as well as represent a significant loss of service to the surrounding residential community. The ability to expand the store is challenged by the presence of long-term leases in adjoining tenant spaces. By placing this area within the Project Area, the Agency and private property and business owners will be able to work together on a reuse plan for the center that will assure retention of the grocery store and other neighborhood-serving facilities. Without these tools, the center will continue to deteriorate because, according to the owners, the lease structure is such that improvements cannot be economically supported.

Many of the commercial facades along this section of Waring Road are beginning to age and suffer from deferred maintenance. Incompatible uses include the outdoor recreational vehicle repair facility behind the gas station near the southeast corner of Orcutt Avenue and Waring Road. To compensate for a lack of space several businesses have tried to expand store spaces by creating service and storage areas in the rear of commercial buildings with substandard materials. At the southwest corner of Orcutt Avenue and Waring Road a parcel has been vacant for several years and detracts from the area visually as well as economically.

To the northwest of the Waring Road neighborhood commercial area are park, recreation, religious and school facilities along Glenroy Street. Most of the facilities are older and therefore suffering from deferred maintenance, such as peeling paint and rust. Although no tax increment will be generated by these public and tax-exempt uses, the Agency seeks to include them in the Project Area because they are important community-serving facilities and their improvement is needed to effectively redevelop the area. The City and School District are discussing the potential development of a joint-use library for this area that would serve both the school's and community's library needs. If a new library facility can be developed, the existing library facility could be converted to a senior center and the existing community-serving recreational facilities could be expanded. Coordination of the planning and development efforts of the various public entities and the religious entities present in the area will be important to developing a plan for the overall area that accomplishes each entity's goals. Having these parcels within the Project Area allows the Agency to be involved in the coordination of an overall plan for these community-serving facilities. The Agency also anticipates that adequate funding for these public facilities may not be available and the Agency could assist in financing these needed community-serving facilities.

Also, included in this area is a vacant parcel, under separate ownership, at the southwest corner of Zion Avenue and Glenroy Street. This site has remained vacant for a number of years and is zoned for residential use. Including this underutilized parcel in the Project Area will allow the Agency to coordinate and consider its ultimate development in the coordinated master planning of the adjacent public lands.

The following are several pictures representative of the Allied Gardens commercial area.

Parcel Number – 458 290 13
Survey data showed no less than ten recreational vehicles in the commercial center parking at any one time awaiting repairs. Outdoor repair activities such as this are incompatible with surrounding commercial and residential uses.

Parcel Number – 458 290 11
The picture above shows a metal storage container that has been physically attached to the grocery store building through the providing of electricity as well as affixing the container to the asphalt of the parking lot.

Parcel Number – 458 492 15
The back alley fronting Waring Road on the westside reveals several back end expansions of the service areas to accommodate growth with several of the structures containing substandard building materials for a commercial area such as exposed plywood and corrugated metal.

Parcel Number – 458 290 13
The recreational vehicle repair facility includes a metal storage container and tarp covered area as permanent fixtures, which is illegal per the zoning code.

Parcel Number – 458 290 07
Several businesses were using banner signage as permanent signage, which detracts from the visual appearance of the area and is in violation of zoning regulations.

Parcel Number – 458 492 14
Successive additions and updated equipment requiring more electricity has lead to a proliferation of exposed wiring for this property to accommodate these changes.

Parcel Number – 458 484 05
This vacant parcel detracts from one of the main entryways to the Allied Gardens community.

Adobe Falls – Visitor Serving

Just off of Waring Road as it intersects with Interstate 8 is a visitor serving area along Adobe Falls Road which includes three hotels and two restaurants. One of the restaurants was converted to a nightclub, but was unsuccessful and is currently boarded up. The other restaurant appears successful, but has a poorly constructed addition, with visually unattractive outdoor storage. The three hotels are of midrange quality and do not show outward appearances of physical deterioration although the long-term economic viability of all three is unsure at this time.

Below are several pictures that represent the conditions along Adobe Falls Road.

Parcel Number – 462 440 21

This vacant parcel is a construction staging area for the San Diego Trolley eastern extension. Construction debris and storage detracts from the neighboring hotel to the right of the picture.

Parcel Number – 462 440 23
This abandoned hotel restaurant (former Howard Johnson's, now Good Nite Inn) was most recently an unsuccessful night club. There is some concern that this could be an indicator of the long-term financial viability of the hotel, because a large hotel should be able to support a restaurant.

Parcel Number – 462 440 19
Restaurant has poorly constructed addition with outdoor storage of building materials and debris in the rear.