



Save Del Cerro



All Peoples Church
Project No: 636444

Main Discussion Points



1. Highest & Best Use: Housing
2. Community Plan Ignored
3. Non-Adherence to Navajo Community Plan
4. Disproportionate Scale and Visual Disruption
5. Traffic Study Accuracy and Overwhelming Intensity of Uses
6. Project Alternatives That Ignore CEQA Guidelines
7. Sequencing Violation

1. Highest & Best Use: Housing



Politics

City, county of San Diego to hold joint meeting on affordable housing

By Andrew Bowen / Metro Reporter
Published September 29, 2022 at 3:50 PM PDT



▶ LISTEN - 14:45



San Diego 'significantly undersupplied' in land for housing, report shows



Research firm Zonda said San Diego is one of the most undersupplied markets for new housing lots. Pictured: A Father Joe's subsidized housing project under construction in East Village. (Jarrod Valliere / The San Diego Union-Tribune)

December 11, 2017

City Council voted unanimously to approve the 24 unit housing development on the applicant's current parcel.

America's Finest City
The City of San Diego
Voting Results...

COLE	✓	YES
BRY	✓	YES
ZAPF	✓	YES
WARD	✓	YES
KERSEY	✓	YES
CATE	✓	YES
SHERMAN	✓	YES
ALVAREZ	✓	YES
GOMEZ	✓	YES

5:16 December 11, 2017

2. Community Plan Ignored

Table 5.1-2

NAVAJO COMMUNITY PLAN GOALS AND RECOMMENDATIONS CONSISTENCY EVALUATION

Applicable Elements, Goals, and Recommendations	Consistency Evaluation	Consistent (Yes/No)
Principal Objective		
Maintain and Enhance the Quality of Existing Residences and Encourage the Development of a Variety of New Housing Types with Dwelling Unit Densities Primarily in the Low to Low-Medium Density Range as shown.	The project would involve the construction of a non-residential use on a residentially designated site. It does not propose new housing. The site and architectural design incorporate careful planning and sensitive development features which create a well-defined, balanced and visually coherent design that would maintain the quality of the surrounding residential neighborhood. The project would be consistent with this objective from the Community Plan.	Yes
Residential Element		
Promote a healthy environment by careful planning and sensitive development of well-defined, balanced and distinct communities which encompass a variety of residential density patterns and housing types.	The project would involve the construction of a non-residential use on a residentially designated site. The site and architectural design incorporate careful planning and sensitive development features which create a well-defined, balanced and visually compatible design that would maintain the quality of the surrounding residential neighborhood. Since the proposed church would not be inconsistent with the character of the neighborhood, as described in Section 5.5, <i>Visual Effects and Neighborhood Character</i> , the project would be consistent with this goal of the Community Plan.	Yes
Foster techniques of land development that will encourage imagination and variety in building site layouts, housing types, and costs, and that will capitalize on the unique topographic assets of the community. All housing developments within the study area should relate to existing topography in order to minimize grading and preserve the natural terrain of the area. The use of retaining walls, terraces, split level or cantilevered houses should be considered in steep terrain.	The proposed church/sanctuary structure would be situated in the topographic low point of the site near the College Avenue off-ramp from I-8 and setback from the adjacent, lower stature residential and commercial structures to the east and north, as shown in cross-sections contained in Chapter 3, <i>Project Description</i> , and Section 5.5, <i>Visual Effects and Neighborhood Character</i> . The parking structure would be recessed into the terrain such that its upper parking deck would be slightly below College Avenue and the surface parking lot would meet surrounding grades. The building placement and setbacks defined in the project site plan would suppress the proposed structures. Landscaping, such as trees and vining species in raised planter beds, would be installed throughout the property, including the upper parking deck and	Yes

SCH No. 2021100394; Project No. 636444
Environmental Impact Report

Section 5.1
Land Use

Table 5.1-2
NAVAJO COMMUNITY PLAN GOALS AND RECOMMENDATIONS CONSISTENCY EVALUATION

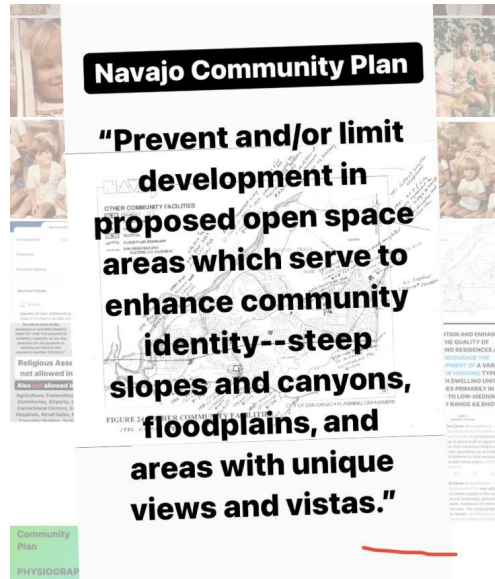
Applicable Elements, Goals, and Recommendations	Consistency Evaluation	Consistent (Yes/No)
	along the façade of the parking structure, to soften and screen views. In addition, planting areas, with densely spaced trees and shrubs, would be provided between parking areas and site perimeters to further soften views of the project. Therefore, the proposed grading, siting, landscaping, building articulation, roof treatments and other architectural design features would collectively provide visual interest and break up the massing of the structures such that the project would be consistent with this goal from the Community Plan.	
Encourage the design of residential areas so as to prevent the encroachment of incompatible uses and minimize conflict (e.g., traffic noise) with more intensive nonresidential uses.	The proposed church/sanctuary and associated parking facilities have been sited to take advantage of the topographic differences that currently exist on site by placing the most intensive activities associated with the daily operations in the southwestern corner of the property in the lowest topographic area of the site below the adjacent residences to minimize the potential for noise. Primary vehicular access to the project and the parking structure would be via a full access driveway connected to a new signalized intersection along College Avenue to minimize traffic conflicts. Architectural articulation and features (i.e., arches) have been integrated into the design to provide visual interest. Extensive landscaping, including screening along the common property line with the nearby residential yards, is proposed to conceal and soften views of facilities, walls and rooftops, as described in Section 5.5, <i>Visual Effects and Neighborhood Character</i> . The project design is consistent with this policy.	Yes

Why are these important principal objectives of the Navajo Community Plan simply stricken from the Final EIR?

3. Non -Adherence to Navajo Community Plan

Street Widening & Medians

Widening and realignment frequently destroys the visual character and identity of streets by the removal of mature trees, other landscaping, and median strips. The approach to street widening and realignment should be more sensitive to the character of the street and the quality of adjacent development.



Objective

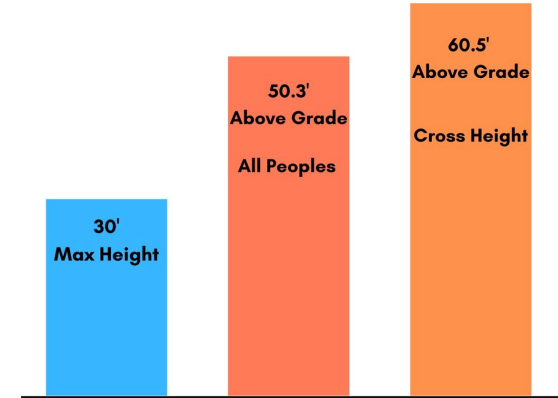
"TO PRESERVE AND ENHANCE THE NATURAL BEAUTY AND AMENITIES OF THE NAVAJO COMMUNITY"

Proposal

Protect distinct areas and communities from intrusion and encroachment of incompatible uses.

Highlights from the Navajo Community Plan

4. Scale and Visual Disruption



**All Peoples Church:
Parking Structure
71,010 sq ft**



5. Traffic and Intensity of Use

“Speculation on potential uses beyond what has been proposed by the applicant are hypothetical in nature and not reflective of the application, design and site plan submitted to the City and the project design analyzed in the DEIR. CEQA Guidelines Section 15145 prohibits speculation in an environmental analysis.” Final EIR

As the project applicant began this process in 2018, we have nearly 5 years of actual data for which the Planning Commission can evaluate the accuracy of the applicant’s plan assumptions. **No speculation is required.**

Original Traffic Study was published in April 2021, however...

- SDSU enrollment
 - Fall 2021 (30,865) vs. current (35,723) = **16% increase**
- Proposed project size scope and creep
 - 2018 (500 congregants) vs. current (1100+) = **120% increase**
 - 2018 (40,000 sf) vs current (54,476 sf) = **36% increase**
 - 2018 (10 classrooms) vs current (12) = **20% increase**
 - 2018 (300 parking spaces) vs. current (367) = **22% increase**
- Intensity and Usage
 - 2018 (a Sunday church) vs. current (gatherings 6 days a week)

The traffic study does not reflect this ACTUAL growth

Other Issues with 280 ADT Count

- 7000 sf gymnasium/basketball court assume 0-10 ADT
- “Closed Fridays” reduces ADT significantly
- Applicant hosts dozens of events Monday through Saturday despite claims to the contrary.

Issues with Traffic Analysis

LOS Engineering, Inc.
Traffic and Transportation

All Peoples Church VMT Analysis
Mr. Ismail Elhamad (4/5/2021)

of a 54,476 square-foot and a 71,010 SF two-5.99-acre parcel

Source: Final EIR

Table 1: Weekday Project Trip Generation

WEEKDAY (Mon-Thu, Pastoral offices closed Friday)	Rate, Size & Units	ADT	Weekday AM Peak Hr			Weekday PM Peak Hr		
			% Total	% IN	% OUT	% Total	% IN	% OUT
<u>City of San Diego Trip Rate</u>								
House of Worship	5 KSF		4%	0.8	0.2	8%	0.5	0.5
	52.585 KSF	263	10	8	2	22	11	11
<u>Applicant Forecasted Uses</u>								
Staff 9am-6pm (up to 30)		120		30	0		0	30
Highest weekday bible study (avg. 75)		150		0	0		75	0
Basketball gym (avg. 5 users)		10		1	0		1	1
		280		31	0		107	76
				31	0		76	31
Highest volumes used for analysis:			280	31	0	107	76	31

Source: City of San Diego Trip Generation for weekday and site specific data for forecasted use. ADT - Average Daily Traffic; Split-percent inbound & outbound. Excel rounding may cause values to be slightly higher or lower than whole number.

Corrected Calculation
 $5 \times 54.766 = 272 \text{ ADT}^*$
** Assumes use of "House of Worship without school or day care" however they are currently operating a form of school.*

Using updated Trip Generation Rate
 $15 \times 54.776 = 822 \text{ ADT}$

Never to open on Fridays?
Gym also closed? Vendors?
Maintenance? Trash Services?

TRIP GENERATION RATE SUMMARY (WEEKDAY)

LAND USE	DRIVEWAY (1)(2)	CUMULATIVE (8)	PEAK HOUR AND IN/OUT RATIO			
	VEHICLE TRIP RATE		VEHICLE TRIP RATE	AM (IN:OUT)	PM (IN:OUT)	
HOUSE OF WORSHIP (4)						
General	15 trips/1,000 sq. ft.; quadruple rates for days of	9 trips/1,000 sq. ft.; quadruple rate for days of	4% (8:2)	8% (5:5)		
Without School or Day Care	5 trips/1,000 sq. ft.; quadruple rates for days of assembly	5 trips/1,000 sq. ft.; quadruple rate for days of	4% (8:2)	8% (5:5)		

Previously discussed low basketball gym ADT

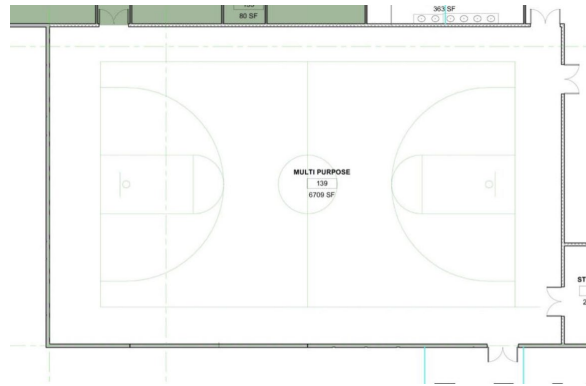
Multipurpose Room

“The basketball gym is proposed to be open during Pastoral office hours anticipated to have between 0 and 10 users (with an average of 5 gym users assigned for the trip generation resulting in 10 ADT with 1 AM trip and 2 PM trips).” - *Final EIR Traffic Study*

THE LIGHT PROJECT – FEATURES

- 900-seat sanctuary
- 12 classrooms for Sunday School and church programs
- 363 parking spaces (structured and surface parking)
- **Basketball gym for youth/community sports**
- Prayer room
- Outside space for fellowship and coffee
- Office/administrative space

LET THERE BE LIGHT



7,000 sf multi-purpose gym with expected 0-10 ADT?

PROGRAMS
YOUTH SPORTS, MARRIAGE AND FAMILY,
CRISIS COUNSELING

HOSTING
HOSTING COMMUNITY EVENTS
AND PUBLIC FORMS

Slide from community presentation

This low ADT estimate allows the project to come in <300 ADT and qualify as a **“Small Project”**

Signalized Driveway Concerns



The proposed signalized intersection/dedicated turn lanes are dangerously close to this sweeping blind curve on S/B College Ave. This stretch is regularly backed up from I-8 to Del Cerro Blvd, which creates a potentially hazardous blind approach to the proposed signal. There is also already a no right on red at the corner of College Avenue and Del Cerro Blvd due to the visibility issues with the same horizontal curve.

95% of projected traffic leaves Del Cerro

Project Trip Assignment

- 95% of project traffic travels to/from the south
- 5% of project traffic travels to/from the north.



- This is not a community project.
- These projected numbers run counter to the City's Climate Action Plan
- Adjacent Bus Route 14 does not run on Sundays
- Questionable “small project” designation and these projected trip assignments would warrant a full VMT Analysis

Cumulative Impact



The proposed signalized intersection would be the 6th traffic signal between Del Cerro Blvd. and Canyon Crest Dr., a span of 0.50 miles.

This signal will **not** improve the current Level of Service "F", all while adding more than 500 Sunday only trips.

6. Project Alternatives Don't Meet CEQA

Per the Environmental Impact Report, “According to CEQA Guidelines Section 15126.6, “An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project ...”

Due to the fact that the site has an “Approved with Mitigations” entitlement approved by the City Council in 2017, CEQA requires discussion of this project under the **No Project Alternative** section, but it is not.

The **Reduced Project Alternative** which only offers a reduction of 37 parking spaces, without any further substantial changes to the project, cannot pass as a reasonable alternative.

The applicant's project requires a dedicated new traffic signal and major infrastructure improvements under the Local Mobility Analysis in spite of its attempt to qualify for an exception as a **Small Project** using an Average Daily Trip (ADT) count under 300.

7. Sequencing Violation



- 5688 Marne Ave was purchased in the name of the builder (Hamann) on behalf of the applicant for an alleged purpose of gaining sewer easement rights to the project site.
- Ostensibly purchased for sewer easements, this acquisition is causing a ripple of concern throughout our community.
- The potential implications of this acquisition on the project's overall impact cannot be ignored.



Reasons to Deny

- Inconsistent with the City of San Diego General Plan
- Inconsistent with the Navajo Community Plan
- Inconsistent with RS 1-7 Zoning
- Inconsistent with Community Character
- Unanimously Denied by Navajo Community Planners