



UPTOWN PLANNERS

Uptown Community Planning Committee

MINUTES

September 6, 2005

Attendees: Marilee Kapsa, Erin Matthews, Leo Wilson, Allen Edwards, Roy Dahl, Alex Sachs, Peggy Mazzella, Ian Eply, Jay Hyde, Mike Singleton, Steve Satz, Paul de la Houssaye

Parliamentary Items (6:00 p.m.)

- i. Introductions
- ii. Adoption of Agenda and Rules of Order
Motion to move item d and e from action items to the consent agenda to the action item agenda.
(1st Alex 2nd Mike) **Passed: Favor 9**
Agenda approved **Favor 9**
- iii. Treasures report: \$920.59
- iv. Approval of Minutes Approved. Will take on email comments
- v. Chair/ CPC Report.

Flaming Skewer upheld. Applicant does not have right to appeal.

Planning community – going to be a workshop. Design review on 19th – already have 10 items. Major project called Prado Walk in South Park. Washington and 1st project.

vi. Website

New host is ex-web hosting 5G for 2 years is \$167.76 waives set up fee. Email address for all of us first initial last name @ Uptown planners.org **MOTION** to approve new host : (1st Steve 2nd Erin)

Passed Favor 9 Against 1.

- I. **Public Communications** - Non-Agenda Public Comment (3 minutes each) (6:10 p.m.) Please fill out a Public Comment Sheet and give it to the Chair prior to the meeting.

San Diego Bicycle coalition – Kathy Keehan: India St is a problem for cyclists. Jay: suggest on how you would like it – you're bikers, you've got experience, so make a suggestion to us. Alex: is India St a designated bike route? Has bike route sign, but no bike lane. Parking may be an issue that we need to deal with. Leo: Bring an idea back to us and we would be glad to review. Mike S volunteers to help. Alex: look at whether there needs to be an upgrade of the bike designation. Our Uptown, Midtown, and CDC may be interested – we do have transportation funding in our budget.

Jay: Historical Resources Board considers supporting the historic site Bay Shore bikeway that extends 1.5 miles of Bay Road. Coronado belt line – Palomar At in bay blvd along belt line. The old train track.

Jay: there is not one parking space in Balboa drive from Upas during the day – people are parking there to go downtown. Need 3 hour parking limit, maybe.

Laura: Condo conversion on September 14th from 2-4 pm at Land
Washington St clean up September 17.

II. Elected Official Representatives (3 minutes each)

- i. Todd Gloria, Hon. Susan Davis, Member of Congress
- ii. Jeffrey Tom, Deputy Mayor Toni Atkins

III. Consent Agenda

MOTION to approve (1st Steve 2nd Ian). **Passed: Favor 9**

- a. **111 WEST PENNSYLVANIA AVENUE VESTING TENTATIVE MAP – (Process 4–VTM) --** Hillcrest – VTM to convert 56 existing residential units to condominiums on a 0.876 acre site at 111 West Pennsylvania Avenue in the MR-800B and RS-1-1 Zone.
- b. **3826 EIGHT AVENUE TENTATIVE MAP WAIVER – (Process 3 – TMW) –** Hillcrest – TMW to convert 4 existing residential units to condominiums at a site at 3826 Eight Avenue in the NP-1 Zone (underlying zoning would allow eight residential units).
- c. **UPTOWN MARKET AND DELI CONDITIONAL USE PERMIT -- (Process 3 -- CUP) –** Bankers Hill- Park West -- Conditional Use Permit to allow for beer and wine sales in a new market/deli located at 2420 5th Avenue.
- d. **4120 THIRD AVENUE TENTATIVE MAP – (Process 4 – Condo Conversion, TM) –** Hillcrest – Tentative Map to convert 20 existing residential units to condominiums on a 0.22 acre site in the MR-800B Zone.

IV. Action Items

3640 FIFTH AVENUE AND PENNSYLVANIA SITE DEVELOPMENT PERMIT AND VESTING TENTATIVE MAP – (Process 4 – Affordable Housing Expedite Program – SDP; VTM) – Hillcrest – Site Development Permit for Mid-City Planned District and Deviations, and Vesting Tentative Map to construct 185 residential condominium units, includes 25 affordable units, plus 4,744 sq. ft. of commercial space on a 1.55 acre site at 3640 Fifth Avenue in the NP-1, CV-1, and CN-1A Zone

15 minute Powerpoint presentation. Project site is consistent with current community plan. Mixed use. 185 residential units, 5000 retail in 1st floor. Building elevation shown. Added color scheme to use craftsman colors – sage, yellow, with brick. A lot of pop-outs and window treatments. Public plaza at 4th and Pennsylvania that includes doggy drinking. Trying to fit into eclectic community. Using latticework, stoops, some modern elements and some arches. Massing – buildings in the area are beginning to show the massing that we are asking for. Project exceeds off-street parking requirements by 37 spaces. Will preserve King Palms.

Benefits:

- *Utility undergrounding'*
- *Improved parking*
- *Fee \$22K per students*
- *Flexcar*
- *Eyes on Street (crime deterrent approaches to design)*

Board questions

Jay: Where are you located? Ans: headquarters Carlsbad, have been doing high density projects for 8-10 years.

Peggy: Height on 5th ave: 7 stories on fifth, 70 feet overall. No color board with them, but they thought Powerpoint was sufficient. Materials more contemporary, with finished stones, mostly stucco, some tile elements,

Mike: do we have a hard copy site plan? Leo has a hard copy and Mike will review.

Marilee: how much pre-fab materials are being used? Ans: Not planning on anything but the windows.

Alex: palm trees on the podium structure are going to be how big? Ans. 36" box trees, queen palms 13-14' tall. Landscape plan submitted to the City will be approved with the permit. Alex: this is important because the Egyptian made promises they didn't keep. What's the status of your request for

density bonus, and how many more units does it get you? Ans. Not approved yet. Will requirement be less than 100%? Possibly.

Leo: There seems to be a lot of lose ends.

Allan: Where is the Red Cross going? Ans. They went to Kearny Mesa.

Steve: Any kind of renewable energy? Ans. Haven't had a chance to address that yet – roofs are not well suited, but they will look into it. They don't want them to be an eyesore.

Paul: How does the parking work – 1.5 spaces per bedroom? What does that mean? We don't want people to opt out of buying it and end up parking in the street.

Marilee: what deviations are you asking for? Ans. Set backs for sides and upper parts on the building

Mike: Walkways 12 feet from curve, which means that this is not big enough for street trees along 5th Ave. Suggest parkway strip. City accepts 5x5 - but Mike disagrees and says the trees won't grow enough. PA and 5th are okay, Jacaranda tree for 4th. 5th avenue – king palms will be matched at 25 feet high. Traffic calming study has not been approved, at the corner of PA and 5th. Eliminating curb cuts.

Community:

1st 200 residents go in and out of that alley. Traffic light at 5th and PA: this is main corridor to get to the Thruway. A lot of entries into alley going North and restaurants deliveries come in that alley, too.

2nd I agree with 1st. Really coming through alley? We thought alley least obtrusive and safest way to access. Alley does run through full block. Where is the money going? How do we keep it in Hillcrest?

I don't know how it gets earmarked. Laura: majority of fees goes to park fees, fire, library within Uptown plan boundaries. School fees go city-wide.

3rd: Street furniture becomes encampment for homeless. I hope there is some plan to keep that cleaned up. Jacaranda trees: as you know, all along 4th ave – the ones that are there look stunted and sickly. Probably not getting enough room.

4th: What % of the project is 1 bedroom ? 50%. Main concern is parking. I'm fairly satisfied, you seem to have made some improvements.

5th: I still feel parking is insufficient for 185 units – KTU&A thought there was a shortfall of 450 spaces in the central business area now. I feel that the project is going to spill over and further constrain our parking.

Board comments:

Peggy: It's hard to really re-do everything here tonight, I don't feel like I've had enough time to review the project. Elevations along the street, not just your project – I'd like to see it in context. I feel that 70 feet is too high, but I'm not sure because I can't tell how it fits into Hillcrest. Alley is 15'. I thought you needed 22' if you have parking along it. I'd recommend that you come back with some more details after we have reviewed it more thoroughly.

Steve: going in right direction – we need to look at site plan and your renewable energy strategy.

Allan: I agree with Steve and Peggy. Please come back with more information.

Alex: I'm opposed to this project. I have a pretty negative motion that has been mitigated because I saw the façade the first time.

Marilee: would like to see color palette.

Ian: this has come to our subcommittee 3 times. If we don't review it, I think that's our fault – I think this is a wonderful project and I can't believe I'm on the opposite side of this.

Roy: wonderful to have more spaces. They've listened to what we've had to say, I understand that there are people who don't like anything big, but hey, we're growing, and this is where it should be, going along the corridors.

Mike: Residents parking okay, but guest parking is short. Main area is on retail – they are providing 4.3 spaces per retail which is more than we should expect. Ian is right, I didn't get a chance to go to the meetings, my only concern is the width of the alley.

Sean: I find the height a bit unsettling; we need the parking to compete with retail downtown.

Jay: I think the project has a lot of good; I'd like to see the alley widened. Park benches are important, we need materials and color palette. The powerpoint did let us see projects on either side a bit, not a

lot. All in all, I think it is a good project. I've heard of DR Horton for a long time – it's important to tell us about your history.

Paul: A group of deviations on the plan – a whole string of them. Traffic study in assessment letter is still pending, is that correct? What is the additional housing bonus? The building design is based on assuming that you get the bonus. 146 units by right, 10% affordable. Deviation has to be listed on each form. Ans. Traffic study has been complete, and it shows that we have met the standards.

MOTION: Uptown Planners recommend denial of the request for the 5th and Pennsylvania project. The Uptown Planners are unable to make the findings sufficient for recommending approval of this project as presented because:

- The number of stories proposed is not in accordance with recommendations for “high density” zoning (44-73 units per acre) on page 38 of the Uptown Community Plan. The plan calls for “development...rang(ing) from two to four stories with parking below.”
- The project does not adequately “preserve and enhance the special character of specific, well-defined low density neighborhoods from encroachment by incompatible, higher density residential or commercial development” (Plan Residential Development Objections – page 37)
- The Project does not “preserve the diverse and unique character of each neighborhood in the Uptown Community” (Urban Design Element Objectives – page 77)
- The project does not “preserve and enhance the pedestrian scale and human orientation within the Hillcrest area.” (Hillcrest Objectives – Urban Design Element – page 93)
- The project does not “conform to the historic characteristics of the neighborhood” (Conservation, Cultural and Heritage Resources – Recommendations – page 188)

(1st Alex No second, **MOTION FAILED**)

MOTION to continue Need boards of color and material. (1st Mike. 2nd Erin) **Passed: Favor: 11**

- a. **301 THIRD AND UNIVERSITY AVENUE - Site Development Permit, Street Vacation and Tentative Map Waiver – (Process 5) –** – Hillcrest – SDP, Street Vacation and TMW application for a 12-story mixed use project that includes 96-residential units plus 10,000SF of retail space at 301 and 333 University Avenue in the CN-1A and MR-800B Zone

Contemporary design has been scrapped, met with Community members to get their input. Met with Uptown Partnership and Hillcrest Association. Attended task force meetings to understand shortfall of parking spaces. Was two phase project, now one phase. Redesigned building to include public parking. Vacating Northern portion of alley as pedestrian passage. 2 levels of subterranean parking added 2 stories to the overall design of the project. 10 square feet of commercial. Put these together to get the efficiency they need for the public parking below. It now covers entire parcel. Approx 4.2 million dollar benefit to the community – each stall costs \$35K. 120 additional public parking spaces. Adding 8 affordable units Originally 14 story building and required no deviations for zoning. Criticisms: too tall, too much glass, too contemporary, street wall was too formal. 4th avenue was too strong. Landscaping okay, but traffic through alley was questioned. Different entry ways now. Traffic and air quality for extended 2 phase construction. New design very varied – every 50 feet something new happening. Materials and colors create vibrant mix that Hillcrest is known for. Originally 176 feet, now 145 feet. Requires deviations. Now have various offset planes rather than the single 15' offset required. Rear yard set back – code wants 15', they need 14'. Zero set back vs. 6', which is required. Footprint was in CNIA new footprint now goes into the other zone. Now 74% in MR800 where 45% is typically required. Our entire coverage is 90%. 326 parking spaces total. 22-24 months to complete.

Board Questions:

Ian: Concerning the curb cuts, close to Park Laurel, am I viewing the one net loss curb cut on University? Ans. On 3rd ave side, we have no curb cuts, shifting it over the 3d. Rather than overburden the alley, we moved the entrances. Going back to reference at Park Laurel, what would normally be seen as sidewalk width, there is no dip for the pedestrian, the car has to go over the bump.

Marilee: Break down of units.

Ans. 23 one bedrooms 800-1050 sq ft 62 2 bedroom 1200-1800 sq ft 11 3 bedroom 1400 – 2400 sq ft

Allan: What is set back on 4th avenue? 80% is zero setback

Jay: We're looking at new building straight on from University. Archway is where alley currently exists.

Steve: Where does the plan stand? We've talked to the Uptown Partnership and they think the loss of the Street parking is okay given the added public parking. They have no idea what the City will say. No further discussion about synchronizing lights on 6th to alleviate traffic snags. I'm concerned about the traffic going to 163. They will use Solar light for their back up lights.

Mike: SANDAG was looking at this for an express bus that would be 80 foot long, which would get in the way of your driveway access on 4th. ANS. May be able to get 80 feet.

Paul: How can we decrease the bulk and the scale? How to make it shorter – how about putting all the parking underground, can you do that? Ans. It would take us a long time for us to dig that big a hole.

Paul: I would think that the community would be willing to give you that time.

Community comment:

1st – skewed view of the downtown of Hillcrest – it's just massive, doesn't fit Hillcrest. Traffic – residents do not use University now, we want to keep the retail going, but we won't drive down there.

2nd – Need to think about infrastructure before we build there. The streets are so small. There was 3 little homes on 3rd avenue and now we have 3 big condos. University only has 2 lanes. Small little fire department. How can you say "we want half the alley": I want to emphasize that we have to do it right.

3rd. Concerned about mass. Alley shouldn't be closed off – it is very narrow. Dumpsters are there, and delivery trucks come in and out. A number of problems with homeless choosing that alley to live in.

4th. In favor of project – if we believe we need high density and then we need this. There are so many reasons not to like a project like this. Simple reasons to like it: need for business, affordable housing, and growth. We have to renew the area in some way. I hope we'll be step with this project.

5th. Becomes signature for Hillcrest – please consider that this is pleasing to the eye for everyone.

Applaud for parking. What are you giving back to the community? This is something that's really big – think about 3rd through 6th traffic lights.

6th. Totally out of scale for the area. I don't think we need to increase development – do the infill in the suburbs.

7th. What single person is going to be able to afford these units? It will be a couple with 2 cars. \$4M is not a drop in the bucket – the people don't want you to block the sunlight, you are taking away what people come to San Diego for. This will be a precedent. You are not going to get one; they will start multiplying

8th. Totally out of scale with Hillcrest. People are very upset about this project being too massive.

9th Uptown Partnership Chair: 3 points: We've hired consultants and they tell us we're going to need 450 spaces in Hillcrest. This is a very good site, coming from arterial from West, they will have easy access to the project. Add in the land value, our consultants said that we would have to pay \$64K for each space. I ask you to make a hard decision to get behind some project – this site with these people so that we can get some more parking spaces.

10th: Acoustics, covenant on parking, waiver statements – individuals that move into residence know about these events.

11th. This is not a housing project, this is a tower. Project is too big

12th. Community plan says the project should fit with the community plan, well this one does not. This type of project, and the next 10 like it will overwhelm the infrastructure – traffic is bad, and this is going to make it worse.

13th: Zoning in place was analyzed for the traffic plan was approved in 1987. There is a lot of crap out there, the only way you're going to make it better is to let the developer do something better – not a Huffman 6 pack, this project meets design and PDO requirements – the deviations allow you to have a better design – Are you getting a quid pro quo for the deviation. It's a very good project.

Board comments:

Paul true that the community plan states a range of densities, zoning is at the high end of the range of the plan – if you go to the high end, you're supposed to give back to the Community. Doesn't fit with Community. Yes, if you want to make Hillcrest look like Downtown....that's the choice.

Steve: Where to start. It's too big. Gorgeous building, go to LA and build them. Don't use the hospitals to compare. Parking does not justify doing this.

Jay: No infrastructure to support it, I can't support anything this size.

Allen: I agree with everything that has been said, but until we update the Community Plan, there's not much we can do about it.

Marilee: 120 parking spaces are an illusion – I don't think it's a true trade-off.

Ian: Philosophical discussion – I would say that you folks in district 3 – make it an issue for the next election – great a ground swell going – Our job is to adhere to where our community plan is going and I agree with where it's going

Roy: we have this discussion every time we have a big project in front of us. It's a lot taller downtown than this. You should walk and enjoy the store frontage, and not drive. If we don't start to improve and look at these projects in the context of what these developers can do.

Mike: I think we need to give the input ideas into the project to make it as good as we can. I think the sidewalks are too small given the scale of the project, 3rd needs a traffic signal, and the pedestrian traffic needs to be greatly improved. The property owner paid a lot for this project, and what he paid is going to require this level of density. I would certainly say that if you could get the parking down to stores, perhaps darkening the color of the building would make it look smaller. There is a valid benefit for us; the parking is a true issue. The street is working, but the height is too much.

Sean: For redevelopment to be good, it should be above what exists, but not so far beyond what exists. I appreciate the parking, I appreciate when the developers come here that ask for less than they can build because they care about the community, but I don't feel like it's being done here.

MOTION: This project does not conform to the Community Plan (1st: Steve 2nd: Marilee). **Passed Favor 6 Against: 4**

- b. **1617 BROOKES TENTATIVE MAP – (Process 4 – TM) – Hillcrest – TM to convert 7 existing residential units to condominiums on a 0.17 acre site at 1617 Brookes Avenue in the RS-1-7 Zone. (7:50 p.m.)**

Mike: the paving seems to break up the sterile nature of the project – If you could put that in the plan for the City.

Alex: we had talked about the potential of you expanding the planting box – can't do it because it would foul up the front walkway of the building. **MOTION:** . UP Standard Motion for Tentative Map Waivers and Condo Conversions apply. Exception would be to utilize vines on trellis in lieu of the proposed cypress tress unless the planter area can be expanded in front to 4foot.. (1st Mike 2nd Alex). **Passed. Favor 11 Against 2**

- c. **4430 NORTH AVENUE TENTATIVE (Process 4 – Condo Conversion, TM) –**

Tentative Map to convert 10 existing residential units to condominiums on a 0.61 acre site at 4430 North Avenue in the MR-1000 Zone. Paving in Parking areas – they will stamp it. Color was issue. Muted. Mostly grays. Currently have pink jasmine that will screen dumpster. 10 parking spaces. We hope we don't have to replace the windows – trying to keep cost down. Have some interest from tenants. **MOTION:** Approve project as presented with standard conditions. (1st Alex 2nd Jay) **Passed: Favor: 10 Against 1**

- d. **610 WEST LAUREL VESTING TENTATIVE MAP—(Process 4--VTM)** – Bankers Hill-Park West – VTM to convert 12 existing residential units to condominiums on a 0.115 acre site at 610 West Laurel Street in the MR-1000 Zone, Airport Approach, Airport Environs. (8:30 p.m.)

Negotiated with City to get some on-site parking, and they found one parking spot. Parking nearby on a paper street. Offer more than 10% to affordable housing – 2 of the units. Union St is a road to nowhere; project should offer to improve to make parking for this building (non-exclusive). **MOTION:** Approve project as presented with standard conditions and suggest that they explore opportunities to utilize renewable energy sources (1st Alex 2nd Erin) **Passed: Favor: 9**

Meeting Adjourned 9:32