

Planning Commission Initiation Issues
Community Plan Analysis – New One Paseo, Project No. 451328

The proposed land use plan amendments were initiated by the Planning Commission on July 23, 2009, Report No. 09-057 (Attachment 18). The Commission requested that the following five specific issues be evaluated in addition to the issues staff identified in the initiation report.

1. Evaluate a mixed-use village designation including a residential component.

Staff Response: As discussed in this staff report, the 23.6 acre project site was subject of a previous approval by the City Council on February 23, 2015 of plan amendments and a rezone for a larger mixed-use project that included 735,000 square feet of commercial uses and 608 multi-family dwellings (714,000 square feet). In response to a qualified referendary petition, and at request of the project applicant, the City Council rescinded previous approval of amendments to the General Plan, Community Plan and Precise plan rather than placing the matter on a citywide ballot. The applicant subsequently submitted a development project with less intensity. An Addendum was also prepared to previously certified Environmental Impact Report (EIR) for the revised project.

In 2009, the applicant proposed the site be designated *Regional Commercial/Residential Permitted* by the Precise Plan. Staff recommended the designation as correlating with the scale and size anticipated with submittal of a future development project. After submittal of the development plans, a transit line was included for Carmel Valley in Sandag's 2050 RTP and the application was changed to propose a *Multiple Use* General Plan land use designation and a *Community Village* Community Plan designation. These land use designations have been evaluated in the certified EIR and are currently proposed as part of the new project application and are discussed in the community plan analysis of the staff report.

2. Evaluate interconnectivity with the adjacent shopping center (and other surrounding uses) to establish a relationship that encourages a similar transition with future expansion of the shopping center.

Staff Response: A primary objective of the proposed less-intense project is to create a less auto dependent environment within the project site (also see discussion #8 below). The placement of land uses within One Paseo is compatible with existing adjacent off-site land uses. The approved permit for the adjacent shopping center allows a phased development and an expansion up to 475,000 square feet from the current 280,000 square feet. The approved permit contains a site plan that allows parking decks and new buildings within the existing parking lot accessed from the existing signalized driveway. The shopping center will provides a primarily retail focus.

The organizing concept plan for the project is based around a mix of uses and public spaces with multiple connections to sidewalks at the perimeter of the project site. One Paseo proposes private streets, plazas and paseos that are both walkable and of human-scale, each with its own character and function.

These streets connect and tie into the fabric of the existing community, including direct access to the three existing signalized intersections adjacent to the site, providing for convenient community access. Connections to the existing street network offer walking and biking from the surrounding neighborhoods through pedestrian-oriented design along the site perimeter. Wider sidewalks (8 feet) and enhanced landscaping are provided along the perimeter to provide comfortable pedestrian access. Signalized intersections at El Camino Real and the Del Mar Highlands shopping center driveway provide pedestrian access to the adjacent shopping center.

3. Define what a community town center is, or should be, for Carmel Valley.

Staff Response: The General Plan provides for villages that can be responsive to the needs of the City's diverse communities. These can be achieved through multiple approaches to the type and mix of uses, building intensities and design themes. Several village designations are also identified in the General Plan to serve as an overall guide to land use place types. The staff report's community plan analysis identifies issues related to the quality of transit, level of public support and impact to neighborhood character that should be evaluated when addressing the type of town center or village suitable and/or desirable for the Carmel Valley community.

4. The potential loss of industrial zoning and therefore opportunities for 'clean tech' businesses to expand.

Staff Response: The market for the Carmel Valley employment center is largely for commercial office, although there are some technology firms that have a scientific research component (e.g. 'clean tech'). The General Plan does not identify any of the employment lands within Carmel Valley as Prime Industrial. Therefore, preservation of employment land to allow the location of base sector economic uses is not considered significant. Firms mainly performing research and development are unlikely to choose the proposed office space as their location. Research and development is permitted in the CC-5-5 zone and within the MC-CVPD zone by reference. Technology companies that desire office space could also find the location suitable.

5. The need for creativity in design that promotes walkability, public use, the 'disappearance' of automobiles, and sustainability.

Staff response: The following attributes are relevant to mixed-use development and are incorporated into the proposed project's design concept:

Walkability – The site design proposes design features that create and reinforce a comfortable, safe and inviting pedestrian experience. The organizing concept plan is based around a mix of uses and public spaces which provide the activity and diversity that promote a “sense of place.” Streets, plazas, and paseos would be both walkable and of human-scale, each with a distinct character and function.

Public Spaces – The site design proposes a series of paseos and plazas intended for public access and configured to allow a variety of activities. These important project-defining spaces would allow people various opportunities to congregate and interact in a manner that promotes a sense of community.

Parking: The site design promotes a “park once” concept and shared parking to ensure parking convenience and efficiency. Surface parking spaces would also be limited in favor of parking within multiple parking structures within the project site. Surface parking will also be oriented to reduce its visual impact.

Sustainability-Section 3.2.7 of the certified EIR provides a complete list of sustainable features which will be incorporated into the project to reduce waste, conserve energy and water, reduce greenhouse gas emissions, and lower long-term operating costs.

The following additional issues were identified in the staff report for the plan amendment initiation:

6. The appropriate land use and zoning designation for the subject property.

Staff Response: Mixed-use zoning regulations were applied to the Carmel Valley Planned District and the project site as part of previous approvals and are proposed to be modified by the current project application. Current zoning (MC-CVPD) allows a diversity of uses, including residential, retail, restaurants,

hospitality, workplace, and civic activities. Use and development regulations of the MC- CVPD zone are based on the citywide CC-5-5 zone, which is cross-referenced in the new zone. Allowable uses within the proposed zone are the same as those for the CC-5-5 zone classification (Table 131-05B in Section 131.0552 of the Municipal Code), except minimum percentages were added to the MC-CVPD zone to require a mix of uses within the site. Development regulations are the same as the CC-5-5 zone except those pertaining to setbacks, height and floor are ratio, which are proposed to be modified to fit the project. Land use is discussed in number one above.

7. The appropriate intensity for residential and commercial uses.

Staff Response: The applicant has reduced the scale and intensity of the previously approved project as a response to community concerns. However, there is still public opposition to the level of intensity proposed and impacts to traffic circulation and neighborhood character. An Addendum has been prepared to the EIR that evaluates the revised, less intense project. The Addendum concludes that there are no new significant environmental impacts not considered under the previous EIR, no substantial changes have occurred with respect to the circumstances under which the project is under taken, and there is no new information of substantial importance to the project. As discussed in the community plan analysis report section, there is public opposition to the proposed development intensity. Several of the certified EIR alternatives were specifically intended to provide a response to public input.

The certified EIR provides an analysis of eight project alternatives which offer varying intensities for residential and commercial uses:

- No Project/No Development Alternative
- No Project/Development Under Existing Plans Alternative
- Commercial Only Alternative
- Medical Office/Senior Housing Alternative
- No Retail Alternative
- Reduced Main Street Alternative
- Reduced Mixed-Use Alternative
- Specialty Food Market Retail Alternative

8. Compatibility with the surrounding uses.

Staff response: The compatibility of the project with surrounding uses is evaluated in a number of sections in the certified EIR. Those sections are: Section 5.1-Land Use (including a consistency evaluation with the City of San Diego General Plan); Section 5.3-Visual Effects and Character; Section 5.4-Noise; Section 6.0-Cumulative Effects; Section 7.0 Mitigation; Monitoring and Reporting Program; and Section 12-Alternatives. Chapter 2 (Land Use), Chapter 3 (Mobility), Chapter 4 (Design Guidelines), and Chapter 5 (Landscape Guidelines) of the Precise Plan Amendment provide policies that promote compatibility with adjacent uses.

9. Traffic impacts and the type of improvements needed.

Staff Response: The certified EIR analyzed potential traffic impacts from the proposed project and identifies required improvements. Detailed discussions are provided in Section 5.2 (Transportation/Circulation/Parking), Section 6.1.1 (Cumulative Effects Found to be Significant), Appendix C (Traffic Impact of Proposed Project), a Traffic Impact Analysis of Revised Project and other alternatives (Appendices C.1-C.4). Information about needed traffic improvements may be found in Section 7.2.1, (Transportation/Circulation/Parking) of the Mitigation, Monitoring and Reporting Program contained in the certified EIR and conditions of the tentative map and associated development permits. The EIR Addendum concludes that the revised project will not result in any new or more severe significant impacts.

10. Water Supply Assessment.

Staff Response: EIR Appendix J (Water Supply Assessment and Water Supply Verification) and Appendix J.1 (Addendum to Water Supply Assessment and Water Supply Verification) document the capability of the City to adequately provide water to the proposed project. An addendum to the previous water and sewer service analysis was prepared for the revised project, and is included as Appendix I of the Addendum (Atkins, 2015b). The analysis concludes that water and sewer service would be adequate to meet the needs of the project.

11. Revisions to the current Employment Center Precise Plan or amendment of the adjacent Town Center Precise Plan to address the new land uses and future projects.

Staff Response: The subject property has historically been within the 118 acre Employment Center Precise Plan rather than the 168 acre Town Center Precise Plan. El Camino Real currently serves as a definable and logical boundary between the two plans. The Town Center is intended to provide a broader community-focused mixed-use core and the Employment Center is intended to serve as a job center for the community and a complement to Town Center land uses. Removing the site and placing the property into the Town Center Precise Plan would require amendments to two separate precise plans. The New One Paseo Precise Plan Amendment, which is incorporated into the Employment Center Precise Plan, considers design influences of neighboring precise plans including but not limited to the Town Center Precise Plan.

12. The provision of on-site affordable housing units that could be incorporated into a future development.

Staff Response: The New One Paseo Project will contain 608 multi-family residential units, comprising approximately 800,000 gross square feet of the project. Ten percent of the on-site housing will be affordable and provided at 65% area median income (AMI).

13. Types of vehicular, pedestrian, and bicycle access that could be incorporated within and adjacent to the subject property in order to maximize walkability and establish pedestrian linkages to and from the site to reduce the overall need for auto dependency.

Staff Response: See discussion #5 above.

14. Public services capacity to serve the proposed change in use and potential increase in development intensity.

Staff Response: Sections 5.11 (Public Utilities) and 5.12 (Public Services and Facilities/Recreation) of the EIR certified by the San Diego City Council on February 23, 2015 addresses the ability of the City and other service providers to provide the following:

- Water Supply and Conservation
- Water Infrastructure
- Storm Water Drainage
- Solid Waste Disposal
- Fire and Emergency Medical Services
- Police Protection Services
- School Services
- Libraries
- Park and Recreational Facilities

Additional information may be found in technical studies included in the appendices of the certified EIR and Addendum, as well as Chapter 6 of the Precise Plan Amendment (Public Facilities/Services and Safety).

15. Address the demand for the following through a comprehensive market study: hotel, office, and retail.

Staff Response: A Retail Market Analysis was prepared by the Kosmont Companies (2012). A copy of the report is included as Appendix B of the certified EIR. This report reaches the conclusion that additional demand for retail uses within the Trade Area will continue even with full build-out of the project. The new retail uses proposed by the project would not adversely impact existing businesses nor lead to urban decay.

The report does not consider the potential market for a hotel because this component of the project was eliminated from the project after the CPA initiation hearing. It was also determined by City Staff that office use be eliminated from the study because: (1) the existing adopted land use allows offices and a study would not be required to build-out under the current community plan and (2) the amount of office space being proposed is less than may be built under the current Employment Center Precise Plan.

16. The availability of transit to serve the site, such as shuttle, Bus Rapid Transit (BRT).

Staff Response: At present, Carmel Valley is not served by public transit services. The nearest bus line connects North County coastal communities with the University community along Highway 101. However, plans by the San Diego Association of Governments (SANDAG) identify several future bus routes that would provide local and regional high frequency service to Carmel Valley with potential stops at the project site. Of these, a rapid bus route would connect Oceanside and University Town Center with potential stops within Carmel Valley and the Sorrento Valley Coaster station in the year 2030. Extending future light rail from UTC to Del Mar Heights Road is also contemplated.

One Paseo has submitted a Transportation Demand Program (2015) that provides a complete discussion of strategies which are intended to improve the efficiency of the existing transportation system by encouraging use of alternative transportation modes to the single-occupancy vehicle. Additionally, a shuttle between the project, the Solana Beach Coaster station, and the High Bluff corridor is being proposed as a condition of the project.

17. Methods that could be used to encourage other modes of transportation as an alternative to fossil fuel-burning vehicles including: electric charging stations, bicycle racks, transit center, transit pass subsidization, etc.

Staff Response: The One Paseo Transportation Demand Management Program (2015) includes a comprehensive list of methods that will be employed as an alternative to fossil fuel-burning vehicles including, but not limited to, electric vehicle charging stations, bicycle support improvements and transit enhancements. Additionally, a shuttle between the project, the Solana Beach Coaster station, and the High Bluff corridor is being proposed as a condition of the project.