Notice of Preparation and Public Scoping Meeting Notice

To: X Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: (Public Agency) CITY OF LA MESA
Community Development Dept.
8130 Allison Avenue
La Mesa, CA 91941
Contact: Bill Chopyk

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P.O. Box 121750
San Diego, CA 92112-1750

(Consultant) Dudek
605 Third Street
Encinitas, CA 92024
Contact: Carey Fernandes

Subject: **Notice of Preparation of a Draft Environmental Impact Report and Public Scoping Meeting Notice**

The City of La Mesa will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

Public Scoping Meeting:
An informal open house and public scoping meeting will be held to give the public an opportunity to receive more information on the proposed project, and to provide comments and suggestions on the scope of the EIR. The address, date, and time of this meeting are provided below:

Date: Wednesday, December 9, 2009

Time: Open House and Scoping Meeting: 6:00 – 7:30 p.m.

Place: City Hall Council Chambers
City of La Mesa
8130 Allison Avenue
La Mesa, CA 91941

The project location, description, and the potential environmental effects are contained below. Due to the time limits mandated by State law, your response must be sent at the earliest possible date but **not later than 30 days** after receipt of this notice. Please send your response to the City of La Mesa c/o Bill Chopyk at the address shown above. We will need the name for a contact person in your agency.

Project Title: Park Station at the Crossroads of La Mesa Specific Plan EIR

Project Location: **La Mesa** City **San Diego** County

Project Description:
South Baltimore LLC is proposing the amendment of the existing Downtown Village Specific Plan, to allow for the development of a mixed-use urban village on a 6.5 acre infill site located at the southeast corner of El Cajon Blvd. and Baltimore Drive in downtown La Mesa (*Figure 1, Regional Map; Figure 2, Vicinity Map*). The proposed project site is situated directly south of El Cajon Boulevard, east of Baltimore Drive and University Avenue, west of Spring Street and adjacent trolley tracks, and southwest of Interstate 8. The site currently consists of auto retail including World Auto Sales and Elite Auto Body; tile retail including Del Mar Marble and Tile, and other retail sales uses.

The proposed Specific Plan Addendum is currently referred to as: "Park Station - Downtown Village Specific Plan Addendum". The Park Station infill site is located within the boundaries of the existing Downtown Village Specific Plan. The City of La Mesa is the lead agency for the proposed Downtown Village Specific Plan Addendum, and therefore has the principal responsibility for review of the appropriate environmental documents and carrying out and approving the land use plan.

The proposed project would allow for mixed use development including: residential units, commercial or neighborhood-serving retail, office space, a hotel, parking facilities, and a passive linear park for community recreation. These project components will be developed within 4 different planning areas as outline in the Downtown Village Specific Plan Addendum. The four planning areas are: Baltimore Drive, Spring Street, University Avenue, and Linear Park (*Figure 3, Planning Areas*). The details of the project components are described below.

Planning Areas

Baltimore Drive – Located on the west side of the Park Station site, the proposed Baltimore Drive planning area will cover 2.25 acres running along Baltimore Drive between El Cajon Boulevard and University Avenue. This area will include mixed-use residential space comprised of a maximum of 105 dwelling units; which equates to a residential density of 47 units per acre, while the average maximum residential density for the entire project would be 76 dwelling units per acre. The commercial space ranges are as follows: 28,000-40,000 square feet of neighborhood-serving commercial retail, and 10,000-13,000 square feet of office space.

Spring Street – The Spring Street planning area, located in the center of the site in between El Cajon Boulevard and the University Avenue planning area, will cover 2.5 acres with maximum height limits of 110 feet in the southern half of the planning area and 190 feet in the northern half. The residential dwelling unit range is from 0 – 312 units; which equates to a maximum residential density of 124 units per acre, while the average maximum residential density for the entire project would be 76 dwelling units per acre. The commercial space ranges are as follows: Office Space: 70,000 – 205,000 square feet; Hotel Space: 500 rooms in 110,000 – 140,000 square feet; Commercial/Retail Space 0 – 125,000 square feet.

University Avenue – The University Avenue planning area situated on the south end of the project site will cover 0.75 acres with maximum height limits of 46 feet along University Avenue and 75 feet along Spring Street (adjacent to the Linear Park). The residential dwelling unit range is from 0 – 82 units; which equates to a maximum residential density of 109 units per acre, while the average maximum residential density for the entire project would be 76 dwelling units per acre. The commercial space ranges are as follows: Commercial/Office Space: 0 – 18,000 square feet; Commercial/Retail Space 12,000 – 30,000 square feet.

Linear Park – The proposed 1.1-acre Linear Park will serve as the development's primary recreational and open space for both passive and active community uses. The Downtown Village Specific Plan Addendum proposes the vacation of Nebo Drive in order to locate the park on the eastern side of the project site along Spring Street. This new linear park will enhance the arrival experience into the city when exiting I-8 at the Spring Street off ramp. The park will act as a buffer between Spring Street and the eastern edge of the Spring Street planning area. The park also functions as an extension of a Spring Street promenade with a pedestrian path running adjacent to the trolley tracks. A children's playground is also proposed as a part of the park's recreational amenities.

Mixed Use Development

The proposed mixed-use project may include retail shops and restaurants, a variety of residential units, office space, a possible hotel, sustainable design features (such as water and energy conservation features), a 1.1-acre linear park, and enhanced pedestrian connections with surrounding properties.

Alternative land use approaches offer flexibility allowing for a variety of land uses that are able to successfully meet future market conditions. The Specific Plan would allow for a combination of up to 500 multi-family residential units; up to 500 hotel rooms; up to 125,000 square feet of neighborhood-serving commercial/retail; up to 250,000 square feet of office space; and open space such that the maximum cumulative Average Daily Trips (ADT's) generated by the project and the P.M. peak hour cumulative traffic generation leaving the project do not exceed the maximums allowed pursuant to the Park Station Specific Plan Traffic Impact Analysis. The Specific Plan is designed to be fully integrated and to avoid traffic impacts through the use of traffic limits on the project. In this way, the aforementioned land uses may be combined but the intensity of each use is limited based on the project's overall trip generation.

The "Maximum Build Out Scenario"

For purposes of determining the maximum environmental impacts that would result from the full development of the Park Station- Downtown Village Specific Plan Addendum, the following mixed-use scenario will be analyzed in the Environmental Impact Report along with alternatives:

- 500 multifamily units;
- 125,000 GSF of retail space.

This "Maximum Build Out Scenario" consists of the land use combination that would result in the maximum trip generation for the project site. *Figure 4, Conceptual Site Plan* provides an illustration of a potential site plan for this "Maximum Build Out Scenario", however the actual design may vary. In addition, *Figure 5, Conceptual Design* provides a visual simulation of what this scenario might look like. Construction could commence as early as 2012. On average, construction will take approximately two years per planning area.

Potential Environmental Effects:

It is anticipated that the proposed project would result in impacts to the following resource areas: aesthetics, air quality, biological resources, cultural resources, geology/soils, hazards and hazardous materials, hydrology/water quality, land use/planning, noise, population/housing, public services, recreation, transportation/traffic, and utilities/service systems. These environmental concerns will be addressed in the EIR and mitigation will be presented as applicable.

Date November 16, 2009 Signature _____

Title Director of Planning and Development Services

Telephone (619) 667-1187

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.
January 2000