

3.0 PROJECT DESCRIPTION

This chapter of the EIR provides a statement of the project goals and objectives, explains the relation of the proposed Specific Plan to the General Plan, describes the specific characteristics of the project, outlines project development standards and design guidelines, discusses project phasing and construction, identifies the discretionary actions required to implement the project, and summarizes administration and implementation of the proposed Specific Plan. This chapter has been prepared pursuant to Section 15124 of the State CEQA Guidelines.

3.1 PROJECT GOALS AND OBJECTIVES

The goals and objectives of the project are to:

1. Address the City's housing supply needs by providing for the development of a mix of housing types to maximize the advantages of locating new infill housing in close proximity to existing regional transportation facilities, including the adjacent 70th Street Trolley Station, connecting bus routes, and freeway access;
2. Establish a land use plan that would improve public safety in the project area by providing public improvements at current City standards for Alvarado Road, construct channel improvements to address flooding conditions from Alvarado Creek, and relocation and improvement of existing sanitary sewer system infrastructure within the Alvarado Creek Flood Channel;
3. Provide high quality student housing with a short and direct link to San Diego State University from the 70th Street Trolley Station;
4. Establish a land use plan that would transform the site with private development and public improvements that would serve as a new and positive gateway image for the community;
5. Construct and maintain a multi-modal circulation system for vehicles, bicycles, and pedestrians to enhance accessibility and support active transportation and public transit use;
6. Transform Alvarado Creek within the Specific Plan Area into an urban creek and open space feature within a planned residential community;
7. Provide an environmentally sustainable residential development through the implementation of features such as energy conservation, sustainable landscape, water conservation, and support for alternative transportation, consistent with the City's Climate Action Plan (CAP); and
8. Create a unified private development plan that is consistent with the City's General Plan and SANDAG's San Diego Forward: The Regional Plan.

3.2 RELATIONSHIP TO THE GENERAL PLAN

The Alvarado Specific Plan is a land use planning and regulatory tool that provides the framework to implement the broad goals and policies of the General Plan within the Specific Plan area. The Specific Plan establishes the land use and development standards for future development projects and public improvements in the Specific Plan area. The proposed Specific Plan includes general provisions and

procedures, permitted land uses, site development plans for private and public improvements, development standards and design guidelines, circulation and mobility plans, public utilities, and infrastructure. The Specific Plan is consistent with the City's long-term vision and policies that encourage higher intensity infill development near existing transit facilities with new housing opportunities, connecting housing with employment, preserving existing neighborhoods, improving public safety, and developing financing mechanisms for needed infrastructure. Specific General Plan policies are referenced within the Specific Plan as to how the proposed land use and development plans are consistent with the goals and policies of the General Plan.

This EIR provides an analysis and evaluation of environmental issues associated the proposed Specific Plan and its implementation, as described in greater detail in this chapter. A comprehensive analysis of the proposed project's consistency with applicable plans and policies is contained in Section 4.8, *Land Use*.

3.3 PROJECT CHARACTERISTICS

3.3.1 Development Summary

The proposed project entails a master development plan (Specific Plan) for a phased TOD and associated public improvements. The project would include four development parcels that would be constructed in two phases. Phase 1 includes the parcels (Parcels 1-3) west of the intersection of Alvarado Creek and Alvarado Road. Phase 2 includes the parcel (Parcel 4) east of the intersection of Alvarado Creek and Alvarado Road. Each parcel would be developed with a multi-family residential building with ground-floor commercial uses.

Phase 1 would feature two multi-family residential buildings built on a podium deck over multi-level parking in the central portion of the site and a smaller-scale building in the western-most parcel. Phase 2 would include one building in the eastern portion of the site similar in size and scale to the two larger buildings constructed in Phase 1. The buildings would include up to five stories of residential units and one to three levels of parking. Each building would include a mix of housing types and sizes. In total, an estimated 850 to 950 residential units would be constructed at buildout. In addition to the residential uses, the project would include ground floor, resident-serving commercial uses. Figure 3-1, *Site Plan*, depicts a conceptual site plan of the proposed project at buildout.

3.3.2 Project Components

3.3.2.1 Multi-family Residential Uses

The primary land use of the Alvarado Specific Plan consists of multi-family residential development. The project would develop four multi-family residential buildings, conceptually shown in Figure 3-1. As described above, the project would construct three residential structures (Buildings 2, 3, and 4) with similar construction type and size consisting of multi-level parking structures with residential units built on a podium level above the parking. A smaller-scale building (Building 1) with a similar construction type is proposed on the smaller and narrower western-most parcel (Parcel 1). Each building would be up to five levels of residential use constructed on a podium deck with parking underneath. The maximum building height would be 85 feet above grade. The proposed buildings would be wood-frame construction and the parking garages would be concrete.

Building 1 would include five levels of residential use atop a one-level parking garage with the potential for an attached café or similar use. Building 1 would include a total of 60 apartments comprising a mix of studio, one-bedroom, and two-bedroom units. A patio area would be located above the café and sky decks would be provided at the western and eastern ends of the top floor. Figure 3-2, *Building 1 Cross-section*, illustrates a cross-section of Building 1.

Buildings 2, 3, and 4 would include five levels of residential use atop a three-level parking garage with an attached leasing office for each building. Each building would include a mix of studio, one-bedroom, and two-bedroom units. Liner units (i.e., units with direct access to the interior creek side area via a front stoop concept) would be provided on the outside edge of the buildings that front Alvarado Creek. These three buildings would be similar in scale and appearance. Buildings 3 and 4 would each include 305 apartment units. Building 2 would include either 280 apartments or 187 student housing units (in association with San Diego State University). Figure 3-3, *Building 2 Cross-section*, and Figure 3-4, *Buildings 3 and 4 Cross-section*, illustrate cross-sections of Buildings 2, 3, and 4.

A summary of proposed multi-family residential development pursuant to the Specific Plan is provided in Table 3-1, *Multi-family Residential Development Summary*. The number of residential units within each building is estimated and could vary based on the final mix of unit type and size; however, the total number would be a maximum of 950.

**Table 3-1
MULTI-FAMILY RESIDENTIAL DEVELOPMENT SUMMARY**

Parcel/Building	Land Use	Unit Mix	Estimated Unit Count
Phase 1			
1	Multi-family residential	Studio/1 BR	60
2	Option A – Student Housing	Student units	187
	Option B – Multi-family residential	Studio/1 BR/2 BR	280
3	Multi-family residential	Studio/1 BR/2 BR	305
Phase 2			
4	Multi-family residential	Studio/1 BR/2 BR	305
TOTAL Option A			857
TOTAL Option B			950

BR = bedroom

As shown in Table 3-1, the Specific Plan allows for a variation to the multi-family residential unit mix for Building 2 with a student-housing concept as an option. Based on market demand, this development option could serve as an important off-campus housing opportunity to help meet the community's college and university student housing demands.

3.3.2.2 Commercial Uses

Each proposed building would potentially include space for pedestrian-oriented, resident-serving commercial uses, such as cafés or other small retail establishments. Such uses would be secondary uses to the residential component and provided to serve residents of the project. Within Building 1, an area that could accommodate a café or similar use is proposed in the northeastern portion of the building at the street level. Commercial spaces within Buildings 2, 3, and 4 could be provided at the ground level or

podium level. For analytical purposes in this EIR, a maximum total of 15,000 square feet of commercial uses distributed throughout the site is assumed at project buildout.

3.3.2.3 Building Design

The land use and development standards in the proposed Specific Plan outline a “form-based” regulatory concept for the proposed buildings on each of the development parcels. The residential structures would include a range of dwelling unit types and sizes distributed within an allowable building envelope prescribed by the development standards set forth in the Specific Plan. The form-based development standards include a maximum building height of 85 feet (to the top of roof sheathing) with an additional 12 feet for roof appurtenances.

While no specific architectural styles or treatments for the proposed buildings are prescribed at the Specific Plan level, architectural design guidelines contained in the Specific Plan call for the proposed buildings to have a coordinated and unifying overall architectural style or theme yet express an individual character with varying forms, features, and materials. Other architectural design guidelines include:

- Incorporation of strong forms and architectural elements at the primary project entrances to the interior streets to establish a visual gateway to the City;
- Use of architectural design forms, features, and variation in materials to provide visual interest in the building façades along Alvarado Road;
- Incorporation of architecturally coordinated building materials and landscaping along the Alvarado Road frontages with exposed parking garage levels;
- Application of architectural screening of rooftop mechanical equipment; and
- Provision of architectural interest with forms, massing, fenestration, and balconies and viewing locations within interior elevations viewed from the podium deck open space areas and elevations fronting on to the interior private street pathways.

The architecture and building design depicted in the Specific Plan and in this EIR are preliminary and subject to site-specific design recommendations and criteria contained in the proposed Specific Plan. The illustrations are provided as examples to represent the potential appearance of the planned multi-family residential projects but are not intended as exhibits for the final project architecture and design.

3.3.2.4 Noise Reduction Design Features

The proposed buildings would include noise reduction features that would be incorporated into the design of the project. These noise reduction design features were identified in the project specific noise analysis to achieve consistency with the City’s noise compatibility standards (RECON 2018b). Identified design features include incorporation of sound-attenuating architectural treatments on exterior walls along the northern, western, eastern, and western half of southern façades of Building 1; the northern façade of Building 2; the northern and northeastern façade of Building 3; and the northern and northwestern façade of Building 4. These walls would include components such as windows, doors, finishes (e.g., stucco, wood siding), and/or wall assemblies (i.e., framing) with architectural treatments that would achieve a composite sound transmission class rating of 35.

Additionally, the project would incorporate sound walls into the design at various locations to reduce exterior noise levels at outdoor use areas. The sound walls would consist of solid masonry, acrylic glass, or a combination thereof and at varying heights.

3.3.2.5 Alvarado Creek Improvements

Improvements are proposed to the Alvarado Creek channel that traverses the site to control flood and storm water flows within the channel, as well as to enhance the creek as an open space amenity and natural feature. Most sections of the existing trapezoidal concrete-lined banks along the channel would be removed and replaced with retaining walls to increase the width of the channel bottom. Retaining walls of various heights would be installed along the entire northern bank, and a portion of the southern bank, adjacent to proposed Building 4. The remaining on-site portion of the south bank would remain but would be stabilized with riprap or vegetation. The improved creek would accommodate 100-year storm events to resolve the existing flooding conditions that occur on the project site during high storm events. Figure 3-5, *Alvarado Creek Flood Channel Improvements*, shows a plan view and various cross-sections of proposed improvements. Refer also to Figure 3-4 for an illustrative cross-section of the enhanced channel.

Alvarado Creek would also be enhanced (i.e., removal of non-native plants and debris) and restored with riparian vegetation, including broad-leaved cattail, Olney's three-square bulrush, and southern bulrush. The enhanced creek would function as a major open space feature of the project. Figure 3-6, *Alvarado Creek Restoration*, shows the areas along the creek that would be restored with native riparian vegetation.

3.3.2.6 Public Improvements

In addition to the Alvarado Creek channel improvements described above, other public improvements would be implemented as part of the project, including Alvarado Road frontage improvements, overhead utility relocations, and sewer improvements. These proposed public improvements are shown in Figure 3-7, *Proposed Public Improvements*.

Alvarado Road Improvements

Frontage road improvements to Alvarado Road would include a shared pedestrian/bicycle path, curb and gutter, streetlights, street trees, an on-street parking lane, a pedestrian bridge over the Alvarado Creek channel, and a pedestrian connection to the adjacent 70th Street Trolley Station. The project would dedicate 1.5 feet of road right-of-way along the project frontage to provide a 31.5-foot-wide road right-of-way west of the Alvarado Creek overcrossing that would include two 11-foot-wide vehicular travel lanes, a 7-foot-wide parking lane, a 2-foot-wide curb/shoulder on the north side, and a 0.5-foot-wide curb on the south side. A 16-foot-wide public access easement would be provided along the south side of the Alvarado Road frontage to provide for a 4-foot-wide landscape parkway and a 12-foot-wide shared pedestrian/bicycle path.

East of the Alvarado Creek overcrossing, the improved roadway would include a 45-foot-wide right-of-way with two 11-foot-wide vehicular travel lanes, a 7-foot-wide parking lane, a 2-foot-wide curb/shoulder on the north side, a 0.5-foot-wide curb on the south side, a 4-foot-wide landscape parkway, and 10 feet of the 12-foot-wide shared pedestrian/bicycle path. The remaining two feet of the shared path outside of the right-of-way would be placed in a public access easement.

Additionally, a 15-foot-wide prefabricated pedestrian bridge would be constructed over Alvarado Creek where it crosses under Alvarado Road within the road right-of-way. The pedestrian bridge would connect to the proposed sidewalk on both sides of the creek and provide a pedestrian linkage between the eastern and western portions of the site that are bisected by the creek. At the western end of the project site, a public connection to the adjacent 70th Street Trolley Station would be provided as part of the new sidewalk along Alvarado Road.

Refer to Figure 3-7 for the location of proposed road improvements and a typical cross-section. An illustrative plan of the proposed roadway improvements is provided in Figure 3-8, *Alvarado Road Improvements*.

Overhead Utility Relocations

The existing communications and 12-kilovolt power lines that extend across the site would be relocated underground. These lines currently cross over I-8, the central portion of the site, and up to Keeney Street in a generally north-south alignment. The portion of the overhead utility lines that cross the site would be relocated underground in the western end of the site. Refer to Figure 3-7 for the location of these overhead utilities to be relocated.

Sewer System Improvements

Sewer system improvements are also proposed, including relocating an existing sewer trunk line within Alvarado Creek out of the channel and under the proposed internal access road, raising and capping an existing manhole, removal of portions of existing on-site sewer lines, and construction of new on-site sewer lines. Refer to Figure 3-7 for the location of proposed sewer improvements.

3.3.2.7 Recreation and Public Spaces

The proposed buildings would include interior project amenity facilities and active outdoor spaces on the podium deck levels. Building amenities are anticipated to include clubhouses, pools, and gymnasiums, as well as patios, balconies, and sky decks. Outdoor recreation areas would include a pedestrian promenade, courtyards, public gathering spaces, seating areas, and observation areas (e.g., seating and/or interpretive signage at Alvarado Creek overlook areas). The pedestrian promenade would be located along the interior of the project site and much of it would be adjacent to the enhanced Alvarado Creek.

3.3.2.8 Landscape and Hardscape Treatments

A comprehensive landscaping plan would be implemented as the site is developed. Landscape and/or hardscape treatments would be provided generally in four areas, including the Alvarado Road streetscape, interior roadways, podium decks, and stormwater basins, as shown in Figure 3-9, *Landscape Plan Concept*.

Landscape treatments planned for the Alvarado Road street frontage include street trees with mixed heights and species to create a vertical edge separating the roadway from the new sidewalk. The streetscape plan also includes a series of bulb-outs in the parking lane to add both depth and height to help reinforce the tree line street edge and provide some screening for above-grade parking levels facing the street. In addition, a planting area would be provided between the sidewalk and the parking

structures to provide additional landscape screening of the parking structures. The existing retaining wall along the north side of Alvarado Road would be planted with vines.

The interior roadways would include sections of enhanced paving treatment and a series of viewing areas at the creek side. These linear pathways would include a variety of trees, low shrubs, and plant materials that would complement the Alvarado Creek restoration.

Podium deck courtyards would be planted with trees and smaller plant materials in raised planters to define functional outdoor spaces. There would also be a substantial planting zone to include screening trees and shrubs as part of Building 2 and patio areas for Building 3 in the approximately 50 feet that separates Building 2 and 3 at the podium deck level.

Biofiltration basins are proposed throughout the site to filter and convey on-site runoff flows. These basins would be planted with grasses and plants, with trees, shrubs, and groundcovers around the basin edges.

As described in Section 3.3.2.4, portions of the Alvarado Creek channel within the project site would also be restored by removing non-native species and planting native riparian vegetation.

3.3.2.9 Signage

The three existing billboards on the project site would remain in their current location upon development of the proposed project. The project would also include entry monument signage at the site access points. The specifics of these signs are not known at the Specific Plan level, but a Comprehensive Sign Program would be implemented to define the sign design standards for the overall project at the time a Site Development Plan is approved for Phase 1 in conformance with the provisions of City of La Mesa Municipal Code (LMMC) Section 15.10.040(c), Special Sign Regulations. For the purposes of analysis, project monument signs are evaluated per the sign regulations for freestanding monument signs in accordance with LMMC Section 15.10.040(d)(2), which allow a maximum height of 8 feet and a maximum sign area of 50 square feet per sign face.

3.3.2.10 Lighting

The project would include lighting elements to provide safety and to accent project focal points. Streetlights would be installed along the Alvarado Road frontage as part of the proposed public improvements. Lighting within the site would be provided along the internal access roads, pedestrian promenade, and pathways; within recreation areas and public outdoor spaces; on buildings, and at the project entry monument signs. Proposed lights would be as low level as possible, timed as appropriate, directed downward, and shielded to minimize spillover onto adjacent properties. Accent lighting would be directed away from Alvarado Creek.

3.3.3 On-site Circulation/Access

Access to the project site and proposed on-site circulation are shown in Figure 3-10, *On-site Circulation Plan*.

3.3.3.1 Vehicular Circulation

Vehicular access to the project site would be provided from Alvarado Road via three unsignalized access points. A fourth access point would be provided but would only be used for emergencies. The primary access points would connect to an internal ring road system comprising two separate access roads: one that would loop around Buildings 2 and 3, and another that would loop around Building 4. Vehicles entering the site at the three primary access points would drive along the interior road for a relatively short distance and then turn into the parking structures. The loop road would be gated at the parking structure entrances and vehicle access beyond the parking structure entrances would be restricted to emergency vehicles, service vehicles, special deliveries, and move-in functions. The gated portion of the internal roadways would function as a pedestrian promenade, as discussed further in Section 3.3.3.2. Figure 3-11, *On-site Street Concept*, provides an illustrative view of the proposed internal loop roads.

3.3.3.2 Pedestrian Circulation

Pedestrian circulation would be provided throughout the site by a network of pathways, plazas, and public spaces. The project would provide pedestrian circulation improvements along the Alvarado Road frontage consisting of a 12-foot-wide shared use pedestrian/bicycle path along the south side of the roadway within a public use easement. This path would provide on-street pedestrian facilities where none currently exist and would connect to the on-site roadways and the existing sidewalk to the east. Additionally, a public pedestrian connection to the adjacent 70th Street Trolley would be provided at the west end of the project site. Figure 3-12, *Shared Pedestrian/Bicycle Path*, provides a plan view and cross-section of this proposed facility.

The primary on-site pedestrian facilities would include pedestrian promenades along substantial portions of the internal loop roads. The promenades would extend between the vehicular gates at the parking structure entrances and around the outer perimeter of Buildings 2, 3, and 4 oriented toward the enhanced Alvarado Creek. These promenades would be 20- to 26-feet wide and would feature decorative paving, landscaping, and seating/viewing areas. Refer to Figure 3-11 for details of the pedestrian promenades.

3.3.3.3 Bicycle Circulation

Bicycle access to the project site would be provided via the proposed shared pedestrian/bicycle facility described above and shown in Figure 3-12. This facility would connect to the on-site roadways and planned future bicycle facilities along Alvarado Road east and west of the project site. The public connection to the adjacent 70th Street Trolley Station would also accommodate bicycles. Furthermore, the project would provide bicycle storage facilities to promote bicycling.

3.3.4 Utilities

Utility services would be provided through construction of pipelines/extensions from existing utility infrastructure on the site and within surrounding roadways. Water extensions from an existing pipeline within Alvarado Road would be constructed to accommodate the project. Sewer pipelines would be extended from the existing Alvarado Trunk Sewer line in Alvarado Road and along portions of the proposed internal loop roads before connecting to existing lines to the south.

Site drainage would be collected in a proposed private, on-site storm drain system consisting of detention basins, grass-lined swales, catch basins, and storm drains that would be directed to Alvarado Creek.

3.4 DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

The Specific Plan establishes development standards and design guidelines to be used for the basis of design for the development projects that implement the private and public improvement plans described within the Specific Plan. These development standards and design guidelines would supersede those traditionally associated with the underlying zone classification for new development within the Specific Plan area. To accomplish this, an Alvarado Specific Plan Overlay Zone would be established to apply to the entire Specific Plan area.

The development standards utilize a “form-based” approach, which establish overall building envelopes, distribution of uses, and other factors that describe the individual multi-family residential buildings and the site improvements. This approach allows for some design flexibility in terms of residential unit mix/types and/or architectural design during the Site Development Plan and Design Review process while still being deemed consistent with the Specific Plan. Key form-based development standards that define the building envelopes include maximum building heights of 85 feet above grade, a maximum of five floors of residential above the parking levels, and compliance with minimum floodway elevations.

The design guidelines contained in the Specific Plan pertain to site design and architectural design and address broad guidance for landscaping, interior streets, lighting, signage, architectural style, project entrances, building façade variation, and parking structure and rooftop mechanical equipment screening.

3.5 DEMOLITION, GRADING, AND CONSTRUCTION PHASING

Project construction would require demolition and removal of existing on-site buildings, pavement, and other developed features to clear the site. Grading would be conducted on approximately 90 percent of the project site and would occur either in two phases or all at the same time. Although it is anticipated that the proposed project would be constructed in two phases, grading of the entire project site may occur during the first phase with the development of the second phase improvements occurring later. Project grading would require approximately 46,000 cubic yards (cy) of cut and 16,100 cy of fill, resulting in the export of 29,900 cy of earth material. The average fill depth would be approximately two feet with a maximum depth of approximately eight feet. The average cut depth would be approximately three feet and a maximum of 11 feet (within the channel). The site is relatively flat and does not contain any steep slopes. Existing landforms and topographic conditions would essentially remain the same upon project development. The preliminary grading plan is shown on Figure 3-13, *Conceptual Grading Plan*.

Project phasing would be dependent on market conditions. The entire project could be developed at one time, or construction could occur in two phases. Under the phased scenario, Phase 1 would include development of Parcels 1, 2, and 3, which encompasses the portion of the site west of where Alvarado Creek bisects the site. Phase 1 would include construction of Buildings 1, 2, and 3, as well as the proposed major public improvements associated with the Alvarado Road, Alvarado Creek, and utilities. Construction would begin with demolition/clearing of this portion of the site followed by grading activities and building pad preparation. Following utilities installation/relocation and construction of the

public improvements, Buildings 1, 2, and/or 3 would be constructed in any order or combination. The portion of the existing RV resort on Parcel 4 (portion of the site east of where Alvarado Creek bisects the site) could remain operational as an interim use until Phase 2 is developed. Phase 2 would include development of Parcel 4, which would include Building 4. The construction sequence of Phase 2 would be similar to Phase 1.

Construction traffic control plans would be prepared to identify truck haul routes, the hours of construction activity, work zones, staging areas, provision of people on the street to direct traffic as applicable, avoidance of travel during peak hours to the extent feasible, and other traffic controls as necessary. Construction equipment would enter and exit the site from Alvarado Avenue.

The project would comply with applicable San Diego SDAPCD rules intended to reduce air pollution during construction, including dust control measures through implementation of Rule 55; use of a construction fleet equipped with diesel catalytic converters, diesel oxidation catalysts, and/or diesel particulate filters; and use of CARB/USEPA Engine Certification Tier 4, or equivalent methods approved by CARB.

3.6 DISCRETIONARY ACTIONS

This EIR is intended to provide documentation pursuant to CEQA to cover all local, regional, and state permits and/or approvals which may be needed to implement the project. The anticipated discretionary approvals are identified in Table 3-2, *Anticipated Discretionary Actions*, below. This list is not meant to be exhaustive or final; other approvals may be identified during the implementation process.

**Table 3-2
ANTICIPATED DISCRETIONARY ACTIONS**

Action/Approval/Permit	Agency
Certification of PEIR	City of La Mesa
Adoption of the Alvarado Specific Plan	City of La Mesa
Amendment to the Zoning Ordinance to establish an Alvarado Specific Plan Overlay Zone	City of La Mesa
Development Agreement	City of La Mesa
Site Development Plans	City of La Mesa
Design Review	City of La Mesa
Demolition Permits	City of La Mesa
Grading Permits	City of La Mesa
Building Permits	City of La Mesa
Encroachment Permits	MTS, Caltrans
Clean Water Action Section 404 Permit	USACE
Clean Water Act Section 401 Water Quality Certification	RWQCB
Fish and Game Code Section 1602 Streambed Alteration Agreement	CDFW
NPDES Construction Activities Storm Water General Permit	RWQCB
Conditional Letter of Map Revision/Letter of Map Revision	Federal Emergency Management Agency

3.7 SPECIFIC PLAN ADMINISTRATION AND IMPLEMENTATION

The proposed Specific Plan is subject to the procedures and standards established for specific plans by California Government Code Sections 65450 through 65457, which defines both the content of the plan and the methods by which the plan must be locally adopted. The Alvarado Specific Plan has been developed as a means of implementing the General Plan within the Specific Plan area. It establishes the land use and development standards for development projects and public improvements in the Specific Plan area. The Specific Plan discusses general provisions and procedures, permitted land uses, site development plans for private and public improvements, development standards and design guidelines, circulation and mobility plans, public utilities, and infrastructure. It also addresses potential phased development within the Specific Plan area and required coordination with other public agencies with regulatory authority over development and resources within the Specific Plan area. Development projects within the Alvarado Specific Plan area must be consistent with the policies and procedures established by the Alvarado Specific Plan.

Modifications, adjustments, or changes to the Specific Plan may be necessary during the implementation process to address unforeseen conditions or events affecting the planned development within the Specific Plan area. Proposed minor modifications to the Specific Plan would be addressed administratively without the requirement for a formal Specific Plan Amendment Application and public hearing before the Planning Commission. The Community Development Director would have the authority to determine if the minor modification request should be approved, approved with conditions, or denied. The Community Development Director may refer the request for a minor modification to the Planning Commission or the City Council for review. The Community Director's determination for a minor modification may be appealed to the Planning Commission. Proposed changes to the Specific Plan that are determined to be more substantive than an interpretation or minor modification would require a formal application and procedures for a Specific Plan Amendment with review by the Planning Commission and City Council. Amendments to the Specific Plan must be found to be consistent with the General Plan.

Upon adoption of the Alvarado Specific Plan, planned development projects within the Specific Plan area would be subject to the City's Site Development Plan and Design Review process, as well as permit/approval processes of any applicable Responsible or Trustee Agencies (refer to Table 3-2). As part of this entitlement process, site improvement and development plans for the multi-family residential projects defined in the Specific Plan would require findings of consistency with the Alvarado Specific Plan.

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