



Community Plan Update

Draft Community Plan Update
Response to Comments Matrix
GLOBAL COMMENTS

#	Location of Comment	Comment	City of San Diego Response
1	General	Need to have more emphasis on the young, Latino population that is earning less than the area medium income. Need emphasis on providing affordable housing (need more than 10% affordable housing) (Theresa Quiroz, PC Workshop).	The young, Latino population will be specifically mentioned in Section 1.3 Community Profile under Demographic Profile. In addition, specific mention of the young, Latino population and the need for affordable housing will be included in Section 2.5 Residential Land Use, Residential Infill Opportunity areas (page 2-20).



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2	General	Gentrification in SESD is a concern, especially in the historic districts; need to include discussion regarding this in the Environmental Justice section of the plans (Theresa Quiroz, PC Workshop).	<p>Comment noted. Gentrification is a shift in an urban community towards wealthier residents an/or businesses and increasing property values. Gentrification is typically the result of investment in a community by real estate development business, local government, or community activists, and can often spur economic development, attract business, and lower crime rates. In addition to these potential benefits, gentrification can lead to population migration, which involves poor residents being displaced by wealthier newcomers and the loss of affordable housing opportunities. In a community undergoing gentrification, the average income increases and average family size decreases. Poorer pre-gentrification residents who are unable to pay increased rents or property taxes may be drive out. Old industrial buildings are often converted to residences and shops. new businesses, which can afford increased commercial rent, cater to a more affluent base of consumers - further increasing the appeal to higher income migrants and decreasing the accessibility to the poor.</p> <p>Continued compliance with State and local affordability requirements will help to ensure that affordable housing will continue to represent a portion of overall housing production. By allowing for a variety of housing densities and types, the community plan, in part, facilitates continued affordable housing production in compliance with applicable policies and regulations.</p>
3	Global search	Check for consistent usage: Southeastern SD, Southeastern San Diego, Southeastern, Southeast, or SESD.	Comment noted, the requested change will be made.



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4	Cover	Add City of San Diego and the Great Seal to Southeastern San Diego and Encanto Neighborhoods	Comment noted, the requested change will be made.
5	Acknowledgments	Planning Department – Add Admin Espinoza, Intern to Southeastern San Diego and Encanto Neighborhoods	Comment noted, the requested change will be made.
6	Global search	Change reference to Village Districts (plural) to Village District (singular) to reflect revision in boundaries.	Comment noted, the requested change will be made.
7	Page 1-4, Plan Organization	Consider removing the description of each chapter. Consider moving Table 1-2 General and Community Plan Elements into this section and referencing it. There is currently no reference to Table 1-2 in the introduction. Consider combining Plan Organization, and How to use the Community Plan with Section 1.4 Planning Framework.	1. The descriptions for each chapter will remain in order to provide detail on the contents of each element. 2. Table 1-2 will remain in the current position on page 1-10, and a reference to Table 1-2 will be added within the text. 3. The Community Profile section will be moved to follow the Overview section so that the Plan Organization section immediately precedes the Planning Framework section.
8	Demographic Profile	There is a reference to Chart 2-1, but there is not Chart 2-1, there is a Chart 1-1. Since it is pages later, consider moving the chart or referencing the page number. The Table of Contents refers to the Chart as 1-1.	Comment noted, the requested change will be made.
9	Figure 1-1	Remove the shading of Encanto Neighborhoods.	Comment noted, the requested change will be made.
10	Figure 1-2 Encanto Neighborhoods Planning Area and neighborhoods	Differentiate background color of surrounding communities Add a legend Capitalize "neighborhoods" in the Figure title.	Comment noted, the requested change will be made.



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11	Section 1.4 Planning Framework, Other Related Land Use Plans and Documents	The SESD plan does not describe the master plan areas like the Encanto Neighborhoods plan does. Possibly provide a description of the Master Plan area, or mention the Historic Study.	Comment noted, a description of the National Avenue Master Plan will be included.
12	Table 1-1	Review and revise. The table indicates that Historic Preservation is located within Land Use in the community plan, but it is actually its own element. The Arts and Culture Element is also missing from the Community Plan side of the table.	Comment noted, the requested change will be made.
13	Figure 1-1	Add the Green Line Trolley to the map	The trolley line will be added to the map.



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1	Land Use Map	Update maps so that the back ground colors are consistent. Encanto does not show the background land use in grey, but SESD does (Peerson, PC Workshop).	Comment noted, suggested change will be made.
2	Land Use Map	931 S. 30th Street. Proposed development as commercial fast food with drive through (Linda Greenberg, Workshop Comment)	The proposed land use and zoning package is Community Mixed Use with implementing zone CC-3-6.
3	Zoning Map	Commercial and 32nd Street, revise to CC-3-6 on Eastside (Steve Ward, Workshop Comment) .	The zoning has been revised to CC-3-6.
4	Zoning Map	Parcels zoned CC-3-6 are not the correct shade of red. Change to the correct dark red shade (Steve Ward, Workshop Comment).	Comment noted, the requested change has been made.
5	General	Manufacturing for export (Steve Ward, Workshop Comment)	Comment noted.
6	Commercial Street Between 28th and 32nd Street	I would like to see the Industrial Area from 28th to 32nd Street along Commercial Street eliminated and that corridor to be consistent with what is planned for the western end of this corridor, i.e. high density residential and mixed uses. I co-own 3191 - 3167 Commercial Street and 105 31st Street. I am aware of other property owners who also desire this land use designation (H. Eugene Meyers, Workshop Comment).	The proposed land use and zoning for Commercial Street between 28th Street and 32nd Street is currently being evaluated by property owners and the SESD planning group.



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7	Commercial Street Between 28th and 32nd Street	<p>It is respectfully requested that the proposed land use characterizations and corresponding zoning for the Southeastern San Diego community plan be revised from light industrial to high density residential and/or mixed uses for the area along the Commercial Street Transportation Corridor from the eastern side of 28th Street to 32nd Street. The western side of this corridor from 28th Street to Interstate 5 has already been proposed for this type of land use. It is submitted that this type of land use be extended along the entire Commercial Street Transportation Corridor, so as to avoid dividing the land uses along the transportation corridor between two inconsistent types.</p> <p>This will provide a significant impetus for urban infill type developers to increase the inventory of affordable housing for the City of San Diego. In addition, it would result in the gradual relocation of the existing industrial uses along Commercial Street that have become incompatible with the growing residential community. As an aside, this might even provide a framework to assist in the resolution of the conflicted land use issues currently beguiling the adjoining Barrio Logan Community, in that it could provide an expanding residential inventory, including affordable housing, for Barrio Logan residents seeking to relocate into a nearby, more homogeneous residential neighborhood.</p> <p>I have been in contact with several urban infill contractors, including Bridge Housing, and have received expressions of interest from all of them to participate in such a redevelopment project. I have also discussed this issue with many property owners within this affected area who collectively own several blocks and have received expressions of support from them in seeking such land use re-characterization (Eugene Meyers).</p>	<p>The proposed land use and zoning for Commercial Street between 28th Street and 32nd Street is currently being evaluated by property owners and the SESD planning group.</p>
8	Commercial Street Between 28th and 32nd Street	<p>The SESD Community Plan recommends land use in the eastern half of Commercial Street from 28th Street to 32nd Street reclassified "Community Mixed" use in Policy P-LU-3. The City of San Diego Planning Department has proposed a revision recommending no changes in current use of "light industrial" to this area. The San Diego Opera, as owner of the 35,000 sf property at 3064 Commercial Street (APN - 543022300) opposes this revision and requests this area be reclassified "Community Mixed" use as the Southeastern San Diego Community Plan originally proposed. (San Diego Opera Company).</p>	<p>The proposed land use and zoning for Commercial Street between 28th Street and 32nd Street is currently being evaluated by property owners and the SESD planning group.</p>



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9	Commercial Street Between 28th and 32nd Street	<p>The following comments were received regarding re-zoning Commercial Street between 28th and 32nd Street:</p> <ul style="list-style-type: none">- I spoke with you yesterday about a forthcoming letter from Ralph Hughes. After discussing this matter with family members and clearing up our misunderstanding with Ralph, we agree with the letter to endorse keeping our area zoned for light industrial and authorize the use of our name. (Samon Stannard, A & B Truck)- As you can clearly see by the number of businesses in favor of the industrial zoning, your plan for our area between 28th & 32nd on Commercial should be light industrial. I misunderstood the Definition of mixed use Residential when I spoke to the Commissioner.You had it right! (Ralph Hughes)- I support your proposal to maintain the current light industrial zoning. As a neighborhood resident and business owner for the past 45 years, I've seen the importance industrial zoning has played - and continues to play- in the City and Port of San Diego. At least 75% of Commercial Street property owners between 28th and 32nd agree with maintaining the status quo zoning. We endorse your proposal to retain these parcels in the light industrial land use category (Ralph Hughes)- The following properties located along Commercial Street in San Diego 92113, Located between 28th and 32nd Streets are in solid agreement that this zoning be kept industrial (Tom Stanley; Enrique Ersquirel, SA Recycling; Bernard Maertz, Surface Technologies; Bedford; Hughes Trust; Andy Stannard, A and B Recycling; Jose Torres, EKCO Metals; 2929 Commercial)	<p>The proposed land use and zoning for Commercial Street between 28th Street and 32nd Street is currently being evaluated by property owners and the SESD planning group.</p>



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10	Commercial Street Between 28th and 32nd Street	Letters of support from property owners of property located on Commercial Street within the Commercial/Imperial Corridor Master Plan area requesting that their respective properties be classified for high density residential and mixed uses in accordance with Policy P-LU-3 identified on page 2-19 of the proposed Southeastern San Diego Community Plan. H. Eugene Meyers 3191 -3167 Commercial St. , 105 So. 31st Street Susan E. and Paul H. Sweeney; 7, 11, 15 28th Street, 2812 Commercial Street Ronald W. Little, 3131 - 3135 Commercial Street Eme W. Ireland, 2995 Commercial Street	The proposed land use and zoning for Commercial Street between 28th Street and 32nd Street is currently being evaluated by property owners and the SESD planning group.
11	Chart 2-2: Development Types and Land Use Classifications	The order of the land use designations should be consistent throughout the land use element (Including on the Table 2-3: Land Use Classifications and Permitted Densities/Intensities. Table 2-4: Land Use Classifications in Southeastern San Diego). Residential land use should be first, followed by commercial.	Comment noted, the requested change will be made.
12	Land Use Map	Consider adding CPIOZ to both cover transit corridors and villages - CPIOZ A Add CPIOZ B to 43rd St. Caltrans right-of-way.	The mention of the CPIOZ will be removed from the text.
13	Policy P-LU-31	This policy may change if the land use designation request is approved along the Commercial Corridor.	Comment noted.



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14	Commercial from 19th to 22nd Street	<p>Pursuant to our meeting with you recently, Alex Zirpolo and I have reviewed the proposed Community Plan update and suggest revising the zoning from 20th to 22 streets between Commercial and Imperial to Neighborhood Mixed Use CN-1-4 as compatible to adjacent parcels and zoning extending easterly along Imperial Avenue. These combined areas create a village environment in keeping with the goals of the new Plan and the Commercial/ Imperial Corridor Master Plan.</p> <p>This proposed zoning is in keeping with Community Plan goals and directives and other similar areas along major corridors in the plan:</p> <ul style="list-style-type: none">• Combining compatible commercial, retail, and/or office uses in same building or site with higher density residential (pg 2-19)• serve many market segments and the overall community (pg 2-19)• Mixed use zone with building heights rising up to 60 feet near the trolley stations or at the center of mixed use areas (pg 2-19) <p>As a major landholder in this area for 26 years, Mr. Zirpolo has been working for a number of years to create a community node around his properties with emphasis on a central grocery surrounded by a mixed use development of residential and service commercial creating a walking living sustained environment. With the first phase in place as the Wal-Mart Neighborhood Grocery in the renovated Farmers Market Building, it is appropriate to continue with development of the surrounding parcels as mixed use commercial/retail with residential above in line with the Commercial/ Imperial Corridor Master Plan.</p> <p>To address potential concerns with this revision:</p> <ul style="list-style-type: none">• Noise – These blocks are located within the 65-70 dB range like the majority of the Plan area. Two blocks of Community Commercial zoning will remain as a buffer between I-5 and the revised Community Mixed Use zoning (similar to other zones along I-5 and Highway 94).• Traffic – Traffic should not increase greatly by this revision as Community Mixed Use and Community Commercial are similar in generation. Studies have already included the Neighborhood Grocery use which has a fixed lease for 60 years. This area is developing as a walkable community with small retail/service uses along Imperial and bus and trolley lines along Imperial and Commercial respectively.• Views – Due to location topography above downtown and the bay, 3rd floor and up residential units will have terrific views increasing the quality of life for residents in this neighborhood. (Cindy Blair, URBAN PROJECT SERVICES)	<p>Comment noted, the land use along Commercial from 19th to 22nd Street has been changed from Commercial - Residental Prohibited to Neighborhood Mixed Use (30-44 DU/AC), and the implementing zone has been changed from CC-2-1 to CN-1-4.</p> <p>Last Updated: 9:39 AM 10/31/2014 Comments Due By August 31, 2014</p>



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#	Location of Comment	Comment	City of San Diego Response
15	Land Use and Zoning	<p>I am writing you regarding the proposed zoning for our property. The current proposal has us zoned Community Commercial CC-2-1. We would like to propose amending the zoning for our location and the surrounding properties to mixed use, CN-1-4.</p> <p>There are several reasons we would like you to please consider:</p> <p>-We are within 0.5 miles of a trolley stop. As laid out in the community plan, areas within 0.5 miles of a trolley stop are generally classified as mixed use. We believe as the area continues to grow, and as we are encouraging people to drive less and use more public transportation, limiting the amount of residential development with such proximity to the trolley may not be in the best interest of the community.</p> <p>-Our property lies within the Village District. If we want to build the Commercial Street corridor into a vibrant village, we shouldn't limit the residential development potential. We and the owners in our area are willing and committed to growing this area, and we don't want to be limited in doing so by developed high impact, green and renewable, mixed use buildings.</p> <p>-We have already been approached by our current tenant about adding a residential component. Our tenant is a production company that brings in artists for work and it would be convenient for them to be able to house them above the offices. We would like to continue to grow our facility and bring more people and more money to the neighborhood, but without the mixed use zoning our options will be limited.</p> <p>-We're committed to the neighborhood. We've worked hard to make our building beautiful and make it in to an area that people would like to move to and do business in. We've shoveled up an awful lot of unmentionable things from our yard from the intransient under the overpass and for this community to grow, we need to both draw new investment to the area, and also empower the people that are already here (us!). We would like to not be limited, but to be able to continue to help grow the neighborhood. We want to make the place vibrant and beautiful, and if we were zoned for mixed use it would give us a lot more ability to make that happen. (Ian Gardner)</p>	<p>Comment noted, the land use along Commercial from 19th to 22nd Street has been changed from Commercial - Residential Prohibited to Neighborhood Mixed Use (30-44 DU/AC), and the implementing zone has been changed from CC-2-1 to CN-1-4.</p>



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16	Table 2-2 Additional Standards and Incentives in Villages	Minimum Density and Intensity. Does this apply in SESD, if so do we want to include a discussion about density transfer within the text of the land use element (similar to Encanto).	Yes, this incentive applies in Southeastern San Diego. However, the parcels and multiple ownerships are too varied and fine grained to make this a successful program in Southeastern San Diego.
17	Policy P-LU-9	"Work with Caltrans to eliminate the freeway structure in order to redevelop the parcels for a variety of community serving uses. " What specific freeway structure is this policy referring to? We should include additional details to identify the structure.	The following text will be added to Policy P-LU-9: "Work with Caltrans to eliminate the I-805 on and off ramps in order to develop parcels for a variety of community serving uses."
18	Page 2-5 Active Frontage	Add text describing what active frontage is. For example, as taken from the SESD community plan, "Active frontage refers to street frontages where there is an active visual engagement between those on the street and those on the ground floors of buildings. This quality is assisted where the front facade of the buildings, including the main entrance, faces and opens towards the street. "	Comment noted, the text will be revised as requested.



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19	General	<p>The Community Plan update must be considered in the context of the Barrio Logan rejection and has not yet been voted on by the Southeastern San Diego Planning Group.</p> <p>Georgette Gomez was correct on the organic chemicals being a potential fire hazard.</p> <p>"It's a bubble of toxicity created in the community/" Gomez said, pointing out that the presence of flammable chemicals and other industrial supplies can pose public-safety hazards as well as health risks."</p> <p>However, these chemicals preponderantly are diesel fuel for the Navy. The choices to power the Navy are presently limited to air (wind) diesel (chemical) or nuclear; otherwise, the navy cannot fulfill its mission.</p> <p>I argued for the exchange of residential land presently in Barrio Logan for industrial land presently in Southeastern San Diego. In order for this exchange to work it must be financially feasible. The new residential land would have to be governed by smart growth, such as being 10 stories high and be fire and earthquake proof. Ninety percent of units would be market rate, and 10 percent would be affordable for low income families or housing for the aged.</p> <p>Present low income housing at about half million dollars for each unit is charity for the developers.</p> <p>Mixed use jobs on the first floor in the buildings could provide jobs for many of the residents including those in the affordable apartments. Well-paying middle class jobs at the shipyards will provide upward mobility for some of the present Barrio Logan residents. Since this type of change, which is needed, to regularize zoning will be disruptive, a 50 year grandfather zoning overlay should be provided.</p> <p>A new trolley station at Imperial Ave. and I-15 will permit changing from the trolley to the I-5 rapid transit bus, which would provide access for the people of Southeastern San Diego to jobs and institutions both North and South.</p> <p>I also asked the question has any member of the planning department who has been involved with the Barrio Logan and/or the Southeastern updates had an involvement or relationship with a developer? This question was ignored. I hope that the City has a policy on this subject. (Robert Leif)</p>	<p>Comment noted. The land uses contained in the proposed Community Plans have been developed over a multi year timeframe and are reflective of the existing and evolving character of the community. Efforts to create new industrial and housing opportunities will be a function of landowners and developers.</p>



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20	Goals	Goals 1 and 7 both use the word vibrant Reword Goal 9 to be a goal	The text will be revised as follows: Goal 7: "A lively, pedestrian oriented village with a mix of..." Goal 9: " An area improved and stimulated by investments.
21	Page 2-4, Active Frontage	This discussion might be best moved to Urban Design. Maybe introduce it in Land Use, but include the figure and larger discussion should appear in Urban Design.	Comment noted, the discussion of Active Frontage will remain in Land Use Element.
22	Figure 2-2, Active Frontage	The figure is a little hard to read, the street names cover the red line in areas and you cannot tell if it is solid or stripped (for example, this occurs on Euclid Ave.). Is unclear if the required frontage includes all four corners of certain streets or begins on one side of a corner and not on the other (Ex. Corner of Market and 63rd). I think there might be a way to call out exactly where required and permitted frontage begins and stops.	Comment noted, the Figure will be improved to make the street names more legible, and the frontage requirements more clear.
23	Future Land Use	Consider combining the Existing Land Use discussion with the Future Land Use discussion and removing existing conditions land use charts and tables.	Comment noted, the text will remain as is.
24	Table 2-5	Consider changing "net new" to "capacity"	The text will be revised to read: Net New (Capacity)
25	P-LU-8	Identify the Land Use Diagram mentioned. Is it the Active Frontage Figure?	Yes, it is referring to the Active Frontage Figure. A reference to Figure 2-2 will be included in the text.
26	Page 2-19, Mixed Use	Consider adding a sentence to refer to the General Plan for mixed use policies.	Comment noted, a sentence will be added as requested.
27	Page 2-20, Residential Land Use	Neighborhoods: Consider changing the discussion about character around being "strong" or "less strong" to something less hierarchical by using words like "different" or "unique" Residential Uses: Restructure the sentence "Medium-High density development is facilitated close within a few blocks to the north and south of the heart..." The reference to Figure 2-4 is to a vacant/underutilized map that does not exist. Figure 2-4 is a noise contours map.	Comments noted, the requested changes will be made.



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28	P-LU-14	Not sure this policy is necessary as it is covered in the General Plan and regulated by the Municipal Code.	Comment noted, the policy will be removed.
29	P-LU-17	Consider editing this policy. It partially reads like it is preserving single family because it provides affordable housing.	Comment noted, the policy will remain as is.
30	Page 2-12, Affordable housing policies	Consider removing most of these policies and just referencing the Housing Element. Maybe include a couple of sentences describing what you would like to see SESD achieve with regards to affordable housing instead.	Comment noted, the policy will remain as is.
31	Page 2-22, Commercial, Employment, and Industrial Land Uses	Commercial Land Uses: second sentence in first paragraph starting, "In most parts of the community," is confusing, consider rewording. Policies: consider moving the following policies to Urban Design: Lu-28, -29, -32, -35; and relocating the following policies to Mobility: LU-30, -33.	Comments noted, the sentence will be edited and the policies moved to the designated elements as requested.
32	Page 2-23, Institutional Uses and Open Space	Institutional Uses: Refer to the Public Facilities Element for more information. Policies: Consider moving the following policies to the Recreation Element: LU-40, and -42.	Comment noted, the policies will be moved to the designated elements as requested.
33	Page 2-24, Environmental Justice	Public Health discussion is located here which works but also consider referencing and moving some of the discussion and policies to Urban Design and Public Facilities and cross referencing. (For Example, landscape treatment policies would make sense in Urban Design). This could help integrate Public Health throughout the plan and give people more options with where to find Public Health related discussions.	Comment noted, the discussion will remain as is, but a reference will be added to the Urban Design and Public Facilities Elements to direct readers to the Land Use Element for a comprehensive discussion of public health.
34	Page 2-27, Noise	The text refers to Figure 2-6 as the noise contours map, however it is listed as Figure 2-4. Policies: LU-59 and -65 may conflict with each other.	The Figure reference will be updated to Figure 2-6, and Policy P-LU-65 will be removed.



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35	Land Use and Zoning Maps	For now, my biggest concerned is the proposed rezoning on Imperial, which would allow for building heights up to 60ft. As many know, Sherman Heights, Grant Hill Park and many homes in both communities have incredible views of the bay, bridge, islands, and even Mexico. My concern is that these views will be obstructed with such high structures. Has this been considered? Furthermore, the previous height limitation in Grant Hill park was set at 30ft to preserve this resource. Has that changed as well? (Michael Fernandez)	Comment noted, building heights have been considered in terms of the potential impact on view corridors; however, public views are not protected. In addition, please refer to Figure 8-2: Open Space, Hillsides, and Views in Southeastern San Diego which displays topographic contours for the area. As shown in the figure, the elevation of Grant Hill is approximately 180 feet above mean sea level (msl), and Caesar Chavez Parkway ranges from 20 to 60 feet above msl.



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36	General	<p>After receiving the wonderful community plan book for my area I was excited to read the great things that will be happening for my community very soon. Of course the team that put this together did an extraordinary job I know that all the community citizens will be proud of.</p> <p>I of course will be concerned about my particular area where I live which is closer the to the Chollas Creek remodel and the future Caltrans changes by 43rd Northgate Gonzales market.</p> <p>I know that over the phone you mentioned that there has been many diversified groups living in my area one in particular was folks of Chinese origin. I am hoping that in our Chollas Creek remodel (Page 7-20) that there can be a tribute to this diversified group of people perhaps with some type of garden. Also, I noticed that the 43rd Gonzales area will not have a remodel plan and I am not sure if this is because Caltrans will be moving the freeway around in the near future.</p> <p>On Page 1-4 of Plan Organization I noticed of importance to me for the 43rd Gonzales area is urban design, economic prosperity and arts and culture. A fresh urban design to this area would draw customers to shop here and refresh the community very much. As for economic prosperity we still need more vendors coming to this particular area and how much more would they feel drawn as if they could see for themselves capital growth. The arts and culture would revitalize the area and perhaps murals of the old shell buildings could be painted and paintings of a better and new economy painted there. I don't know if this is all I need to do as a concerned citizen of my particular corner in the great vast of plans that you have but I would do all that I can to have my voice heard. Please let me know what I need to do next. (Patricia Duenas)</p>	<p>The following text will be added to the Land Use Element, page 2-18 under a new heading "43rd Street Corridor Future Urbanizing Area"</p> <p>"Caltrans's long term development plan for the I-805 segment crossing north and south through the community includes the right-of-way expansion for additional high occupancy lanes (HOV) and bus rapid transit (BRT) service. The above grade bridge structures at 47th and Palm Avenue will be removed and reconfigured to an at grade intersection. The resulting reconfiguration will yield excess right-of-way no longer needed for Caltrans freeway use. A comprehensive land use plan will be developed when CALTRANS sells or transfers the acreage as well as the surrounding 47th Street corridor as a developing urban village."</p>



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37	Land Use and Zoning Maps	<p>I was just checking online to the Southeastern San Diego Community Plan Update and it appears that our commercial properties, that are located on the Northeast and Southeast corners of 43rd and Z streets are no longer being proposed as CN1-4 as we discussed last week, but are now CN1-3 as per the Southeastern San Diego – Potential Zoning (June 2014),</p> <p>This is different from the Southeastern San Diego – Potential Zoning (September 2013) which I have attached. It seems that the June 2014 version does not list current zones vs. potential zoning. Can you tell me where this all stands? (Peter M. Nicholas)</p>	<p><u>Existing</u> - Neighborhood Commercial SESDPD-CSR-1</p> <p><u>Proposed Sept 2013</u> - Neighborhood Mixed Use CN -1-3 0 or 15-29 DU/AC</p> <p><u>Proposed June 2014</u> - Neighborhood Mixed Use Low CN-1-3 0 or 15-29 DU/AC</p>



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38	Table 2-5: Potential Development Under Southeastern SD Community Plan	Numbers presented in the table do not match the numbers used in the Mobility Element.	The numbers will be reviewed and updated.
39	Page 2-15, Southeastern Village	Check/edit the boundaries of the village that are discussed in the text . The text says "I-5 to 28th Street, but the maps shows the village extending to I-15.	The text will be revised to reflect the correct boundaries.
40	Figure 2-3	The Orange trolley line is incorrectly shown as a Bus Route on the map. Please fix.	The trolley line will be added to the map.
41	P-LU-10	Policy refers to the second village area that has been removed. Perhaps remove "village" reference from policy language.	The policy text will be revised to remove reference to the "village"
42	Page 2-22, Commercial, Employment, and Industrial Land Uses	Commercial Land Use paragraph does not seem to accurately describe the designations shown on the land use map. Re-write to reflect the correct location of Community Commercial and Community and Neighborhood Mixed Use.	The paragraph will be revised to reflect the correct location of commercial land use designations.



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43	Gateway Center West	Retain I-1 Zoning – on 32nd Street to Interstate 15 (I-15) and Market Street to State Route 94 (SR-94)	<p>The proposed land use for this area is Office Commercial with implementing zone Commercial Office (CO-2-1).</p> <p>The purpose of the Commercial Office (CO) zone is to provide areas for employment uses with limited, complementary retail uses. The CO zones are intended to apply in larger activity centers or in specialized areas where a full range of commercial activities is not desirable. The CO-2-1 zone prohibits residential development, and allows for a mix of office uses with a neighborhood scale and orientation including Educational Facilities such as Vocational/Trade Schools; Offices for business & Professional, government, medical and dental; Research & Development; and small retail establishments.</p> <p>This land use and zoning package will create an activated street frontage along Market Street, buffer the industrial uses to the north, and protect existing low density residential neighborhoods to the south.</p>



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44	Gateway Center West	Retain I-1 Zoning or office use – between 32nd and 33rd Street, on the south side of Market Street and the immediate adjacent alley.	<p>The proposed land use for this area is Office Commercial with implementing zone Commercial Office (CO-2-1).</p> <p>The purpose of the Commercial Office zone is to provide areas for employment uses with limited, complementary retail uses. The CO zones are intended to apply in larger activity centers or in specialized areas where a full range of commercial activities is not desirable. The CO-2-1 zone prohibits residential development, and allows for a mix of office uses with a neighborhood scale and orientation including Educational Facilities such as Vocational/Trade Schools; Offices for business & Professional, government, medical and dental; Research & Development; and small retail establishments.</p> <p>This land use and zoning package will create an activated street frontage along Market Street, buffer the industrial uses to the north, and protect existing low density residential neighborhoods to the south.</p>



Community Plan Update

Draft Community Plan Update
Response to Comments Matrix
LAND USE

#	Location of Comment	Comment	City of San Diego Response
45	On the south side of Market Street	Recommend correcting the I-1 Zone to MF-3000 between 33 rd Street and Chollas Creek, and Market Street to the adjacent alley.	Southeastern San Diego will convert to city-wide zoning with the adoption of the Community Plan Update. At this time the Planned District Ordinance (PDO) zones, including MF-3000, will be eliminated. The proposed land use for this area is Community Mixed Use with implementing zone Community Commercial (CC-3-6) which allows for 0 or 30-44 dwelling units per acre (du/ac). This land use and zoning package will create an activated street frontage along Market Street, buffer the industrial uses to the north, and protect existing low density residential to the south.
46	NEC, Market Street and 27th Street	There is a building that is in question as to being a legal building. If not legal, recommend that the zoning be changed to low density.	There is an open code compliance case for this site. The proposed land use for the site is Residential – Medium with implementing zone Residential – Multi Family (RM-2-5). The proposed zoning retains the same density (15-29 du/ac) as the existing zoning for the site. City staff does not recommend spot zoning or rezoning the site to a lower intensity.



Community Plan Update

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LAND USE

#	Location of Comment	Comment	City of San Diego Response
47	Otto Square Shopping Center	Retain existing Commercial Zone and no future residential development on the site. Owners in recent years have renovated and added new businesses to the Center. Otto Square is located between South 35th and South 36th Streets from National to Logan Avenues.	City staff has determined that residential should be allowed on the site. Over the 20 year lifespan of the plan, the parking lot may be optimized to include new residential mixed use opportunities. Sufficient parking for the residential units can be provided in structured parking.
48	25th Street to 18th Streets	Both side of Market Street, do not increase density as adjacent properties do not have sufficient street parking. This is part of the Sherman Heights Historic District.	The proposed land use is Community Mixed-Use with implementing zone Community Commercial (CC-3-4) 15-29 du/ac. The existing land use is Multiple Use with implementing zone SESDPD-CSF-2-R-3000 which allows for 1 unit per 3,000 square feet. The proposed land use and zoning would allow for 1 unit per 1,500 square feet and all future projects would be required to provide sufficient parking.
49	Between National Avenue and South 43rd Street to Alpha	Recommend Neighborhood Commercial, NO residential development.	The plan supports moving residential density out of established low density residential areas and directing it to existing transit corridors to foster the development of an urban village. In addition, due to the close proximity of educational opportunities, retail, and parks this area is a natural place to provide residential opportunities.



Community Plan Update

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#	Location of Comment	Comment	City of San Diego Response
50	On South 43rd Street and National Avenue	On both sides of South 43 rd should be Community Commercial and NO residential development.	<p>The plan supports moving residential density out of established low density residential areas and directing it to existing transit corridors to foster the development of an urban village. In addition, due to the close proximity of educational opportunities, retail, and parks this area is a natural place to provide residential opportunity.</p> <p>In addition, the developing urban village has potential for future development associated with the Bus Rapid Transit (BRT) service connection to the I-805 planned for 2020.</p>
51	Site between Newton and Alpha, Keeler Couth to Southcrest Park	Retain MF-3000. Keeler Court is a narrow street, between Alpha and Newton, NOT designed for Community Mixed Use. Keeler court is not a through street, but a cul-de-sac.	<p>This is currently an undeveloped site which is being marketed as a series of separate parcels for development. The site holds significant potential for multi-family residential and is currently in escrow to a multi-family development company.</p> <p>At the time of development, Keeler Court will be connected to Alpha Street; improving the circulation pattern in the area.</p>



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#	Location of Comment	Comment	City of San Diego Response
52	Site Recommendation	Between Caesar Chavez Parkway and Dewey, and Julian and Kearney, Zoning should be Residential Medium Density as it is adjacent to low-density on the east and residential medium to the north.	The proposed land use is Community Mixed Use, with implementing zoning Community Commercial (CC-3-6) 30-44 du/ac. City Staff has reviewed the area, in light of requests from land owners and community members, and determined that the Bread & Salt site can yield additional development potential as a live-work site.
53	Along Market Street, from I-805 to I-15	Retain Neighborhood Commercial.	Neighborhood Commercial is currently proposed from Boundary Street to I-805 on the north side of Market Street, and from 41st Street to I-805 on the south side of Market Street .



Community Plan Update

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#	Location of Comment	Comment	City of San Diego Response
54	National Avenue:	Do not increase existing density. Increase street lighting, with a minimum of 4 lights per block to encourage evening family walks. Increase traffic signals.	<p>National Avenue is subject to a detailed Master Plan effort –The National Avenue Master Plan. The land uses and zoning contained within the Master Plan were developed in coordination and concurrently with the Southeastern San Diego Community Plan Update (CPU). The public outreach involved in this effort included ongoing meetings with the Southeastern San Diego Community Planning Group between March and December of 2013, pop-up outreach (efforts at trolley stops, YMCA, library, Sherman Heights Community Center, and soap box derby race), and two community workshops in 2013.</p> <p>The National Avenue Corridor will provide a mix of land uses that maintains the existing feel of small block, high density, and human scale development; allows for a compatible range of neighborhood and community serving retail uses mixed with residential uses; compliments and supports nearby institutional facilities, especially schools, library, and community center; and improves recreation and trail opportunities.</p> <p>The National Avenue Master Plan calls for additional lighting along the corridor, and the Community Plan Update supports installing infrastructure at the City established standard. Any infrastructure exceeding the City standard would require the establishment of a Landscape, Lighting and Maintenance District (LLMD) or a Maintenance Assessment District (MAD).</p>

Last Updated: 9:39 AM 10/31/2014
Comments Due By August 31, 2014



Community Plan Update

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LAND USE

#	Location of Comment	Comment	City of San Diego Response
55	Commercial Street:	25 th to 32 nd , recommend I-1 Light Industrial.	<p>Commercial Street between 28th and 32nd Street is currently proposed as light industrial with implementing zone Light Industrial (IL-2-1).</p> <p>The land use and zoning for this area was discussed and vetted by the community over a two year period during the development of the Commercial/Imperial Corridor Master Plan (CICMP) and the Community Plan Update.</p> <p>A proposal has been put forth by the industrial land owners between 28th and 32nd street to change the land use to Community Mixed-Use with implementing zone Neighborhood Commercial (CN-1-4). This alternative land use and zoning package will be studied in the Environmental Impact Report (EIR) and will be available as an option for adoption by decision makers at hearing.</p>
56	General	Infrastructure Improvements (area-wide)	<p>A Public Facilities Financing Plan (PFFP) is being developed to accommodate future infrastructure improvements. The PFFP will identify the capital improvements and other projects necessary to accommodate present and future community needs as identified throughout the community plan. The PFFP will be released in Winter 2014 and will include a complete list of projects.</p>



Community Plan Update

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Response to Comments Matrix
LAND USE

#	Location of Comment	Comment	City of San Diego Response
57	General	Install combined electric and solar wherever possible.	Please refer to the Conservation and Sustainability Element which contains a detailed discussion of Sustainable Energy, Energy Efficiency, and Renewable Energy as well as policies promoting solar energy systems (P-CS-5), and renewable energy production (P-CS-9).
58	General	Improve existing dirt alleys with concrete and a minimum of 3 lights/4 lights as dictated by topography	Improving the dirt alleys is a property owner responsibility. The Community Plan Update supports installing infrastructure at the City established standard. Any infrastructure exceeding the City standard would require the establishment of a Landscape, Lighting and Maintenance District (LLMD) or a Maintenance Assessment District (MAD).



Community Plan Update

Draft Community Plan Update
Response to Comments Matrix
LAND USE

#	Location of Comment	Comment	City of San Diego Response
59	General	Create and implement a Maintenance Plan for sustainability.	<p>A Public Facilities Financing Plan (PFFP) is being developed to accommodate future infrastructure improvements. The PFFP will be released in Winter 2014.</p> <p>Maintenance Assessment Districts (MADs) are established by the City of San Diego as a means of providing property owners with the opportunity to assess themselves to pay for enhanced improvements, maintenance, services and activities, known as Special Benefits, in their neighborhood or community beyond those generally provided by the City, known as General Benefits. Information on how to establish a Maintenance Assessment District (MAD) is provided at the link below:</p> <p>http://www.sandiego.gov/park-and-recreation/general-info/mads/mad4.shtml</p>
60	General	Incorporate the Recommendations for future specific land uses as an appendix to the Land Use Element for the Community Plan Update.	<p>The agreed upon recommendations will be incorporated into the body of the Community Plan Update; it is not appropriate to include specific comments and recommendations as an Appendix to the Community Plan. The proposed land use changes will be studied in the Environmental Impact Report.</p>



Community Plan Update

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Response to Comments Matrix
LAND USE

#	Location of Comment	Comment	City of San Diego Response
61	Land Use & Zoning Revision	Revise land Use and Zoning on the east side of 43rd Street at Z Street from Neighborhood Mixed Use-Low (0 or 15-29 du/ac) land use designation to Neighborhood Mixed-Use Medium (0 or 30-44 du/ac) and zoning from CN-1-3 to CN-1-4	The Applicant proposes an alternative land use of Neighborhood Mixed-Use Medium (0 or 30-44 du/ac) and zone of CN-1-4 to meet the project goals of a mixed use development and 162 units. Though the proposed land use and zoning support the project goals the proposed density and height exceed the planned intensity for the corridor. The 43rd Street corridor from Newton to Delta shares the Neighborhood Mixed-Use Low (0 or 15-29 du/ac) designation. Staff does not support the applicant proposal for this site.



Community Plan Update

# Location of Comment		Comment	City of San Diego Response
1	General	The County of San Diego maintains certain roadway segments and facilities within the Southeast San Diego Community Planning Area on Imperial Avenue and YMCA Avenue. Any revisions or impacts to these roadways should be highlighted as affecting the County and mitigated (Todd Synder, County of San Diego).	The Draft Mobility Element proposes a buffered bike lane along Imperial Avenue west of 40th street until Interstate - 805. No road diet or lane diet is proposed along Imperial Avenue east of I-15.
18	General	wherever plan mentions walking and pedestrian improvements, it should also mention pedestrian safety (Workshop Comment).	The mobility element addresses pedestrian safety, and is focused on ensuring that walking, transit and cycling are convenient, pleasant, safe and desirable modes of travel. <i>Section 3.1 Active Transportation</i> specifically addresses pedestrian safety in the subsection titled "Walkable Communities" and in the related policies on page 3-3.
19	General	Consider Residential Parking/Diagonal Parking on Harrison. Parking is tough on this street. Look at the parking on Newton Avenue for an example (Workshop Comment).	The Transportation Engineering Division evaluates requests for new residential permit parking areas and angle parking. Requests can be submitted at http://www.sandiego.gov/tsw/servicerequests/trafficrequest.shtml or 619-533-3126.
20	Policy P-MO-9	Refers to the Cesar Chavez trolley station, all other references to this station call it the 25th and Commercial Station. We should make the references consistent.	The reference will be updated to be consistent.
21	Page 3-11, Policy 3.6.1	Use correct formatting for this policy. Not sure the if policy is referencing a general plan policy, or if this formatting is just a relic from an old document.	The formatting will be updated as requested.
22	P-MO-18 to 20	What policies are these referencing? Either remove policy number or add reference.	The number references will be removed.



Community Plan Update

# Location of Comment		Comment	City of San Diego Response
23	Throughout Text	You will notice that I did include a San Diego Trolley Map in part 1 so you would know what the current trolley routes are. I thought this would help for Figure 1-1. This is a well written report and easily understood. Your consultant has done well. The comments are just minor changes. Thank you for taking the time to discuss the traffic modeling and forecasting part of this report. It appears we are both on the same page of understanding the mechanisms. As always, if you have any questions or comments, you are welcome to contact me.(Caltrans Reviewer)	Comment noted.
24	Technical Study: Page 51, Transit Stop	The ability to install amenities (shelters and benches) is most locations in the study area is limited by the constrained space and lack of infrastructure. MTS would welcome sidewalk upgrades (including widening) and other improvements that would allow placement of more amenities in the community while adhering to accessible path and other requirements. The Americans with Disabilities Act (ADA) requires that sidewalks have an 8' deep pad at bus stops to accommodate wheelchair loading and unloading. (MTS, Denis Desmond)	Comment noted – additional language was added to note that the installation would be done where feasible.
25	Technical Study: Table 5.1 and National Avenue Corridor Master Plan	Suggestions for curb bulb outs to reduce crossing distances should be coordinated with MTS. Bulb outs at bus stop locations require much longer curb space for bus stops and make it challenging to safely align the bus with the curb. MTS recommends eliminating curb bulb outs at corners that have bus stops, or extending the bulb to a length of 60' to 80' to include the bus stop. That would provide additional sidewalk width for bus stop amenities. Also, curb bulb outs should not be placed on corners where buses make right turns, as the length of bus requires the extra space to turn. MTS can work with the City on identifying locations of bus stops, bus turns, and potential future stops and turns. (MTS, Denis Desmond)	Comment noted.
26	Technical Study: Page 178, second paragraph	The ability to place benches at every bus stop is constrains by the available sidewalk space and infrastructure. MTS cannot install benches where doing so would violate ADA minimums for accessible path widths. Additionally, benches in some locations may be undesirable to the community and/or inappropriate for the location. MTS suggest adding "where feasible" to account for these locations. (MTS, Denis Desmond)	Comment noted – additional language was added to note that the installation would be done where feasible



Community Plan Update

# Location of Comment		Comment	City of San Diego Response
27	Technical Study: table 5.4	This table indicates a trash can at every bus stop. MTS advises that it only provides and maintains trash cans at off-street stations and bus stops with a shelter. All other trash cans are provided and serviced by the jurisdiction (in this area, typically City of San Diego), a community organization (most often a Business Improvement District), or a private party such as an adjacent property owner. As with benches, in some locations trash cans may be infeasible due to space constraints, and in other locations undesirable to the community. (MTS, Denis Desmond)	The report has been revised to reflect this comment.
28	Technical Study: Page 193, Market Street	The report proposes to reduce Market Street from 4-lane roadway to 2-lane roadway between 19th and 32nd Street. With frequent bus service on two routes along this segment (Routes 3 and 5 both operate every 15 minutes during the base weekday), MTS is concerned about the impact on transit travel speed and on-time performance for these routes. Reducing roadway capacity by 50% could have a significant impact on transit performance, reducing the quality of service for local riders and increasing operating costs. (Current examples exist in several locations along westbound University Avenue in City Heights and North Park, where the reduction to one lane creates a bottleneck with a major impact on out route's performance in these corridors.) Given that the report projects that these segments will be operating at LOS F (non-HCM analysis), MTS is concerned about the effects on our ability to meet other community goals for service quality and desirability, performance, and mode share. (MTS, Denis Desmond)	The roadway segment level of service that reflects LOS F on Market Street is based on a planning-level analysis which is less sensitive to operational factors on urban arterials than the arterial analysis that was performed for all corridors proposed for road diets. The Arterial analysis shows that speeds would not decrease significantly along Market Street between 19th and 32nd Streets during peak hours, and the road diet provides the needed space to accommodate needed bicycle facilities. In order to improve transit operations, transit priority measures are recommended to address deficiencies.
29	Technical Study: Pages 194 and 196	Illustrations: While recognizing that the drawings are just illustrations at this point, they do show a landscaping buffer between the curb and the sidewalk. Please note that at bus stop locations, if the sidewalk is not already directly adjacent to the curb, then the curb and sidewalk need to be bridged with landscaping (concrete, asphalt, etc.) to allow safe access to and from the bus. (MTS, Denis Desmond)	Comment noted, specific treatments at individual bus stop locations will be identified during the design phase of the proposed improvements.



Community Plan Update

# Location of Comment		Comment	City of San Diego Response
30	Technical Study: Page 196, Imperial Avenue and National Avenue	The proposed removal of the center left turn lane does not indicate how left turn movements would occur. If they are still to be allowed from the travel lane, this could have significant impact on through traffic, including bus traffic. (MTS, Denis Desmond)	With removal of the center turn lanes on portions of National and Imperial Avenues, vehicles turning left into a driveway or a side street (without a left turn pocket) would do so from the travel lane. Note that intersections with significant volumes of left turning vehicles are proposed to have left turning pockets, so the left turning vehicles would not block the through travel lane at those locations.
31	Technical Study: Section 5.3.4, Intersection queuing	Long queues at intersections, especially where the green phase does not clear the whole queue, have a negative impact on MTS schedules and service performance. The effect is especially acute for buses, which accelerate more slowly than other vehicles. We suggest consideration of separate queue jump lanes, where feasible, that would allow bus to bypass the queue and proceed through the intersection before general traffic. (MTS, Denis Desmond)	Agreed. The City will work with MTS to identify transit priority measures that will improve transit service.
32	Technical Study: Section 5.4, ITS	MTS supports the expansion of Transit Signal Priority measures along corridors like Market Street, Ocean View Blvd. , National Avenue, 43rd Street, Imperial Avenue and Logan Avenue. Implementation of TSP would require hardware to be installed on buses and possibly new signal controller equipment. We would be pleased to work with the City in advancing any feasible TSP proposal. (MTS, Denis Desmond)	Comment noted.
33	Figure 3-3	Figure 3-3 needs to show ¼ mile radii from 47th Street Trolley station. (Civic San Diego)	Comment noted, the 1/4 mile radius will be added.
34	Mobility Goals	Overall, I heard people discuss their desire for safe streets to help them get around. Safety should be stated as one of the overarching goals. (Kathleen Ferrier)	Pedestrian comfort and safety is a cornerstone of the City of Villages transportation/land use strategy. Safety is specifically mentioned in the following mobility policies: P-MO-06, 12, 17, 18 and 18. In addition, safety is also addressed in the Urban Design; Public Facilities, Services and Safety; and Recreation Elements.



Community Plan Update

# Location of Comment		Comment	City of San Diego Response
35	Walkability Policies	Traffic calming should be explicitly included as a measure to improve walkability. This can potentially be added to Policy P-MO-4 to read, “...crosswalks, traffic calming, and other appropriate measures. (Kathleen Ferrier)	The requested text will be incorporated.
36	Figure 3-1, Pedestrian Routes	There was a request to add schools to this map. (Kathleen Ferrier)	Figure 3-1 has been revised to show the location of schools within the community.
37	Figure 3-1, Pedestrian Routes	Similar to the “Proposed Bicycle Facility Typologies”, images and descriptions should be provided for Pedestrian Route types. There were several questions about what these Routes mean. The City’s 2002 Pedestrian Master Plan Framework has a description of these and these and images should be included in this element of the community plan. (Kathleen Ferrier)	A description of route types, directly from the Ped Master Plan, is provided to introduce Figure 5-2 Planned Pedestrian Network.
38	Walkability, Bicycling Policies	Should the City’s Pedestrian Master Plan Phase 2-3 and the Bike Master Plan be referenced somewhere as these outline projects specific to the community? (Kathleen Ferrier)	Page 3-3, 3rd paragraph. Rewrite sentence to read: "Pedestrian routes in Southeastern San Diego have been classified based on definitions developed as part of the City's Pedestrian Master Plan effort and are shown in Figure 3-1."
39	Public Transit Policies: P-MO-11	Please clarify “‘treatments’ on pedestrian routes to and from each of the stations” to better define what these refer to. Are they crosswalks, signage, etc. (Kathleen Ferrier)	Photos of pedestrian treatments including: high visibility cross-walks, bulbouts, street trees, and signage will be added to the empty side panel of the page.
40	Streets and Freeway Policies: P-MO-15	Please revise policy to state, “Provide a complete streets network throughout the community, safely accommodating all modes and users of the right of way”. (Kathleen Ferrier)	The requested change will be made.
41	Goals	For the goals stated in the plan about multi-modal mobility and safety, having only traffic counts in the plan is very misleading and one-sided. Please provide similar information for biking and walking and transit usage to create a more well-rounded snapshot of how transportation choices are being used. (Kathleen Ferrier)	As per the City's request, traffic counts are being removed from the plan. The technical report includes existing and projected volumes for all modes.



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Response to Comments Matrix
MOBILITY

#		Location of Comment	Comment	City of San Diego Response
42	Figure 3-9		Please consider extending the road/lane diet planned for Euclid Avenue ALL THE WAY TO MARKET STREET. This is the “Village Heart” of the community and it should have safe walking and biking access!! Further, data recently collected by the City of San Diego shows the intersection of Naranja and Euclid to be one of the most dangerous intersections in the City for pedestrians – no fewer than 12 pedestrian collisions have happened in this location in the last 15 years. A road diet to slow traffic speeds and make walking and biking safer on Euclid especially around Market is extremely important. This is further supported by policies and several of the other elements including Land Use and Urban Design. (Kathleen Ferrier)	11 to 10 foot lanes (lane diets) are proposed along Euclid Avenue between SR-94 and Market Avenue. However, this is not displayed in Figure 3-9 because a raised medium is also proposed along this segment of the roadway. The raised medium along this segment will increase the overall capacity of the roadway which is why it is displayed as capacity enhancing (and not a road/lane diet) in the figure.



Community Plan Update

#		Location of Comment	Comment	City of San Diego Response
45		Trolley Stop, Bus and I-15 Rapid Transit Bus Intermodal Transfer Point	<p>1). Initiate a study for a Intermodal trolley station that connects the Orange Line with the I-15 Bus Rapid Transit at the crossing of I-15 and the Orange Line Trolley.</p> <p>2) Construct the Intermodal trolley station that connects the Orange Line with the I-15 Bus Rapid Transit.</p> <p>3) Construct the planned rapid bus route that connects North Park and the 32nd Street Intermodal trolley Station.</p> <p>4) Move and reuse the present 32nd St. and Commercial trolley stop to 28th St. and Commercial St.</p> <p>5) Install amenities including benches, streetscapes, renovation of existing bench areas to include roofed shelters and arrival time information devices, etc.</p> <p>6) Save the money to pay for the above by not constructing a Bus Rapid Transit that duplicates access to stops that are already served by the Orange line.</p> <p>7) Replace the left-hand exit lanes on ST-94 with standard right-hand exit lanes.</p> <p>History</p> <p>The material below was presented to the San Diego Planning Department in 2013. The Southeastern San Diego Planning Group, SSDPG, passed a Resolution of General Interest:</p> <p>Presently, the I-5 BRT does not connect with the Trolley and the I-15 BRT presently has no stops in Southeastern San Diego. I-15 BRT provides 2 stops for City Heights (El Cajon and University Ave.</p> <p>The Southeastern San Diego Planning Group passed a resolution which states:</p> <p>“Replace the bus on SR-94 with a connection between SR-15 and the trolley, with the saving being used on the left-hand lanes and putting in amenities such as benches and streetscapes. Passed October 14, 2013”</p> <p>Although there has been considerable discussion on the Bus Rapid Transport (BRT) system for I-15 and I-805, I have been previously unable to find a map showing these two bus lines together with the trolley. Frankly, an intelligent, complete discussion of the establishment of intermodal transfers of any of these rapid transit entities required the map below, which shows the three rapid transport modalities together (I-15 BRT, I-805 BRT and the Orange Trolley line as well as the Imperial Ave. Bus and the Planned Rapid Bus on SR 637. There is one connection of the Trolley Orange Line to the I-805 BRT, which is located at 47th St. to I-805, which will be described below and is endorsed by the San Diego Community Plan June 2014 Draft Mobility Element. (Robert Leif)</p>	<p>Caltrans and MTS have reviewed proposals and provided verbal and written responses to community members regarding these topics. These specific comments have been forwarded to Caltrans and MTS for additional comment.</p> <p>No additional stations or BRT connections, or movement of stations is being considered prior to 2050. If at any point Caltrans or MTS propose significant changes in the next 20 years, city staff will consider revising the Community Plan to accomidate transit improvements.</p>



Community Plan Update

# Location of Comment		Comment	City of San Diego Response
46	Figure 1.1	blow-up of Loop area of Orange Trolley Line, showing the planned rapid bus on the left and the proposed connecting trolley station on the right which is adjacent to I-15 and on Imperial Ave. The Imperial Ave bus stations are represented by yellow filled circles. The distance on Imperial Ave. between both the present bus and the Proposed Rapid Bus to the Proposed Multimodal Transit Station is approximately 0.28 miles, which is walkable. (Robert Leif)	Caltrans and MTS have reviewed proposals and provided verbal and written responses to community members regarding these topics. These specific comments have been forwarded to Caltrans and MTS for additional comment. No additional stations or BRT connections, or movement of stations is being considered prior to 2050. If at any point Caltrans or MTS propose significant changes in the next 20 years, city staff will consider revising the Community Plan to accomidate transit improvements.
47	Trolley Stop, Bus and I-15 Rapid Transit Bus Intermodal Transfer Point	The Orange Trolley Line provides good East-West public transportation for many of the residents of Southeastern San Diego. Unfortunately the lack of similar North-South transportation restricts opportunities for employment and education, as well as access to medical care facilities particularly those North of I-8 and those adjacent to I-8 including San Diego State University. The ability to use the I-15 Bus Rapid Transit (BRT) would increase these opportunities because it includes the following transit station locations (Figure 2): Mid-City (University Avenue and El Cajon Blvd.), Mission Valley, Kearney Mesa, Mira Mesa/Scripps Ranch, Sabre Springs/Penasquitos, Rancho Bernardo, Del Lago, and Escondido. The creation of a trolley station that would permit reciprocal access between the: Orange Line Trolley, I-15 BRT, I-805 BRT, Imperial Ave Bus, and Proposed Rapid Bus would improve and unify the San Diego Rapid Transfer.(Robert Leif)	Caltrans and MTS have reviewed proposals and provided verbal and written responses to community members regarding these topics. These specific comments have been forwarded to Caltrans and MTS for additional comment. No additional stations or BRT connections, or movement of stations is being considered prior to 2050. If at any point Caltrans or MTS propose significant changes in the next 20 years, city staff will consider revising the Community Plan to accomidate transit improvements.



Community Plan Update

# Location of Comment		Comment	City of San Diego Response
48	Trolley Stop, Bus and I-15 Rapid Transit Bus Intermodal Transfer Point	<p>The location of the 47th St station relative to I-805 is sufficiently similar to that of the proposed trolley station at Imperial Ave and I-15 that a good part of the design of the 47th St. station could be reused.</p> <p>The present 32nd St Orange Line Station is located at 3220 Commercial St (Figure 4). At the place of junction, the trolley is at ground level and the I-15 freeway is elevated. In order to permit passengers to transfer from the Bus Rapid Transit on the I-15 freeway to the trolley and the converse, the only required vertical motion is for people. As opposed to the present design of the new freeway Direct Access Ramps (DARs) for rapid bus transit stations on freeways, complete on and off ramps do not need to be created. Elevators and/or staircases are sufficient for the vertical movement of people. However, the dual use of the HOV lanes for buses and automobiles requires that the rapid transit buses exit the HOV lane prior to entering the Bus station and after picking up and discharging the passengers reenter the freeway. The location of the HOV lanes are on the left side adjacent to the median, which strongly suggests that the bus station be located in the center and that the regular automobile lanes be shifted to the right.</p> <p>The new trolley stop is located underneath the freeway bridge that crosses Imperial Ave. Access to the trolley stop(s) would be via Imperial Ave. or Francis St. Besides intersecting with the BRT, this new trolley stop would permit transfers from the buses that run on Imperial Ave east and west of I-15 to the Orange Line Trolley.</p> <p>As shown in Figure 1.1, the pink lines on the left are the Planned Rapid Bus, which would connect with a short walk to the 32nd St. Station and runs between North Park and Barrio Logan. If the connection between the Trolley, the I-15 Bus Rapid Transit (BRT) and the Imperial Avenue Bus were made, the passengers on the Trolley and the I-15 Bus Rapid Transit (BRT) can take the Imperial Bus and shop on a revitalized Imperial Ave or the passengers on the BRT or the Imperial Ave. Bus can take the Trolley to Downtown or transfer to another trolley line and go South as far as San Ysidro and North and East as far as Santee.</p> <p>This juncture together with the proposed I-805 junction with the Orange Line eliminates the need and problems associated with the I-805 BRT running on SR-94. The increase in the ridership of the Orange Line resulting from the juncture described above make it economically feasible to reduce the times between trolley arrivals.</p> <p>It looks from the image below that land just north of the proposed junction could be used to park cars.</p> <p>Since the downtown trolley stations and the proposed BRT stations are close to each other, the extension of the BRT is redundant.</p> <p>Construction of the new stations will require only part of the funds for that BRT project to be used and the connection of the Trolley, BRT and the Imperial Ave. Bus, as well as accelerate the southern extension of the BRT. The rest of the money can be spent on the uses specified by the local planning groups when they voted against the extension of the BRT on to SR-94. (Robert Leif)</p>	<p>Caltrans and MTS have reviewed proposals and provided verbal and written responses to community members regarding these topics. These specific comments have been forwarded to Caltrans and MTS for additional comment.</p> <p>No additional stations or BRT connections, or movement of stations is being considered prior to 2050. If at any point Caltrans or MTS propose significant changes in the next 20 years, city staff will consider revising the Community Plan to accomidate transit improvements.</p>



Community Plan Update

# Location of Comment		Comment	City of San Diego Response
		<p>(continued) Initially, only the 32nd St. Trolley stop needs to be moved. It is understood that projects that involve significant alterations to a freeway require significant amounts of time and effort just to be approved, and subsequently to be engineered, and completed. However, the lifetime of this plan will be of the order of twenty years. Another advantage of moving the trolley station is that it will provide easier access in the area East of I-15 and be sufficiently separated from the 25th St. station that the present objections to an intermediate station will be overcome and a new station created in the vicinity of 28 or 29 St. and the new station for the I-805 BRT shown in Figure 3.3 should also be constructed. This connection of the Trolley to the I-15 together with the addition of 2 trolley stops would provide Southeastern San Diego with valuable rapid transit linkages to the rest of the City.</p> <p>Since the Orange Line Trolley downtown stations are each near one of the proposed Bus Rapid Transit stops, many of the modifications to California State Route 94 (SR 94) will not be needed, the extension of the BRT is redundant. This redundancy of the proposed I-805 BRT section that runs on SR-94 and the Orange Line is sufficient as to split the riders between them. A single modality that carried all of the riders would permit Page 10 of 13</p> <p>an increase in frequency of the Trolley, which would also generate more riders. This elimination of redundancy would increase the cost-effectiveness of San Diego's transit system. The construction of the new Intermodal stations will require only part of the funds for that project to be used and the connection of the Trolley. The saved money can be used to accelerate the southern extension of the Southern BRT Lines. The rest of the money can be spent on the uses specified by the local planning groups when they voted against the extension of the BRT on to SR-94, namely "putting in amenities such as benches and streetscapes".</p> <p>The passengers on both the I-15 BRT and the I-805 will have access to all of the Orange Lines stops including its downtown stops, as well as after transfer to those of the Blue and Green lines, as shown in in Figure , the BRT passengers will be able to go from San Ysidro to Gillespie Field. (Robert Leif)</p>	<p>Caltrans and MTS have reviewed proposals and provided verbal and written responses to community members regarding these topics. These specific comments have been forwarded to Caltrans and MTS for additional comment. No additional stations or BRT connections, or movement of stations is being considered prior to 2050. If at any point Caltrans or MTS propose significant changes in the next 20 years, city staff will consider revising the Community Plan to accommodate transit improvements.</p>
49	Page 3-3, 3rd paragraph	Rewrite sentence to read: " Pedestrian routes in Southeastern San Diego have been classified based on definitions developed as part of the City's Pedestrian Master Plan effort and are shown in Figure 3-1."	The sentence will be rewritten as requested.
50	Figure 3-1, Pedestrian Routes	Include important connector on 33rd adjacent to I-15.	A connector will be added along 33rd street from Imperial Avenue to Ocean View Blvd.
51	Table 3-2	Probably should not show the green back sharrow in the image since it is not used in San Diego.	An alternate photo that does not show the green sharrow will be used.



Community Plan Update

# Location of Comment		Comment	City of San Diego Response
52	Figure 3-2	It is difficult to distinguish between the blue and dark blue lines. What do (1d) (1h) (1i), (2b), (2e) and (3b) represent in the legend? Remove or explain.	The colors will be enhanced to differentiate between the blue and black lines.
53	Add policy MO-20 from Encanto CPU	Missing policy needs to be added: "Ensure efficient movement and delivery of goods to industrial and retail uses while minimizing impacts on residential and mixed use neighborhoods.	The policy will be added as requested.
54	Page 3-13 and 3-15	There are no titles included on these figures.	Figure titles will be added as requested.
55	Figure 3-5	Illustrative View: use double yellow centerline stripe remove yellow hatched pavement markings show white buffer appropriately	The illustrations will be reviewed by the Mobility Consultant and updated to ensure they are technically accurate.
56	3-D View on page 3-17	Should be a solid white line not a dashed line Hatch marks are going the wrong direction	The illustrations will be reviewed by the Mobility Consultant and updated to ensure they are technically accurate.
57	Figure 3-9	Add other proposed signals	The Figure will be reviewed by the Mobility Consultant and updated to ensure they are technically accurate.



Community Plan Update

#	Location of Comment	Comment	City of San Diego Response
1	Figure 4-7 Storefront Design	Ground floor-to-floor height should be a minimum of 13 feet (as per P-UD-32) not 15 feet as indicated in figure.	Comment noted, the requested change will be made to comply with the Municipal Code minimum requirement of 13 feet.
2	Page 4-12, Village Areas and Key Corridors	Last paragraph states that the Specific Plan will be included in the Implementation Element. This statement should be modified.	The paragraph text will be edited to remove the Specific Plan language.
3	Figure 4-6	The text of the figure (A-D) does not correspond with the correct items in the figure. The Figure should be re-lettered to start at A to match the text.	Comment noted, the requested change will be made.
4	P-UD-25	Should reference Figure 4-7 not 4-6.	Comment noted, the requested change will be made.
5	P-UD-46	Update Figure reference to Figure 4-2.	Comment noted, the requested change will be made.
6	P-UD-59	Update Figure reference to Figure 4-1.	Comment noted, the requested change will be made.
7	Page 4-16, Streetscape and Public Realm	Remove extra period after second sentence.	Comment noted, the requested change will be made.
8	Page 4-24, Street Tree Character Drivers, Second Paragraph	In the second sentence, add space between 'areas' and 'should'	Comment noted, the requested change will be made.
9	General Plan Crosswalk Table	Consider using a different work than "over-riding" maybe "overarching"?	Comment noted, the text will be changed to overarching.
10	Page 4-3 and 4-29 Chollas Creek Illustrations	Chollas Creek View: What is this? Remove one-way green bike lane on left side of path	The illustration will be modified as requested.
11	P-UD-43	Revise text of policy: "Curb cuts should be minimized to allow more landscaping and parking along the streets, and to minimize pedestrian and bicycle conflicts. "	The policy will be revised as requested



Community Plan Update

Draft Community Plan Update
Response to Comments Matrix
URBAN DESIGN

#	Location of Comment	Comment	City of San Diego Response
12	Illustration on page 4-18	The figure is incorrect, it is showing 1 lane, and it should be 2 lanes northbound with 4 parking on one side. Check with Chen Ryan	The illustrations will be reviewed by the Mobility Consultant and updated to ensure they are technically accurate.



Community Plan Update

Draft Community Plan Update
Response to Comments Matrix
ECONOMIC PROSPERITY

#	Location of Comment	Comment	City of San Diego Response
1	Table 5-1	Change Public Facilities and Services Topic Areas to Economic Prosperity Topic Areas and Add a Public Facilities Column	Comment noted, the requested changes will be made.
2	Policy P-EP-1	Policy states "concentrate commercial activity in the vicinity of commercial corridor intersections, with pedestrian orientation..." Should this policy state concentrate commercial activity along the area's main commercial corridors and not just at commercial corridor intersections?	Comment noted, the text will be revised to state "concentrate commercial activity along the community's main commercial corridors, with pedestrian orientation..."
3	Goals	4. A destination and environment that invites and encourages visitors to stop and make purchases, invest, enjoy, and explore the multi-cultural vibe of the neighborhoods. 5. A local economy that promotes the wellbeing of locally owned and operated businesses, provides opportunities for micro-enterprise, artist's studios, and leverages the bi-national multinational culture nature of the area. (Robert Leif)	Comment noted, the text will be revised to state 4. " A destination and environment that invites and encourages visitors to stop, shop, invest, enjoy, and explore the multi-cultural vibe of the neighborhoods." 5. " A local economy that promotes the wellbeing of locally owned and operated businesses, provides opportunities for micro-enterprise, artist's studios, and leverages the multicultural nature of the area. "



Community Plan Update

Draft Community Plan Update
Response to Comments Matrix
ECONOMIC PROSPERITY

#	Location of Comment	Comment	City of San Diego Response
4	Section 5.1 Market Conditions & Demand Projections	<p>The sales are “leaked” out of the Planning Areas on retail goods and services in three the general categories of: convenience goods; general merchandise and home improvement; and eating and drinking; construction services and goods; automotive repair; and health. There is strong potential for commercial, industrial, research, software, internet services and retail expansion in the coming years. Retail expansion has the problem of internet competition. A possible indicator is the price to earnings ratio of Amazon compared to major retailers. Amazon makes little money but has a high share price. The Page 2 of 5 first step is to help our existing retailers, many of whom appear to have a marginal existence. The Southeastern restaurant business, as has been demonstrated in Pacific Heights can easily morph into the bar business. This has caused sufficient social problems that have resulted in families leaving Pacific Beach. The Southeastern area already has a Wal-Mart food store and a COSTCO but given its central location and proximity to transit and freeways, the area is expected to grow in the coming years There is sufficient political resistance to entitlements, that expansion of affordable housing is problematic.</p> <p>Although the actual present costs of each affordable housing unit has not been published, it appears that the actual high cost will create sufficient resistance. This plan neither includes real smart growth or zoning to permit the construction of market rate buildings. Has the Department of Planning, Neighborhoods and Economic Development (Planning) received any input from one or more developer on this draft community plan update? If so, it should be shared with the Group. Do any of the members of the Planning staff, who are working in our area and have any relationship with an affordable or market rate housing developer? (Robert Leif)</p>	<p>Comment noted. Gentrification is a shift in an urban community towards wealthier residents an/or businesses and increasing property values. Gentrification is typically the result of investment in a community by real estate development business, local government, or community activists, and can often spur economic development, attract business, and lower crime rates. In addition to these potential benefits, gentrification can lead to population migration, which involves poor residents being displaced by wealthier newcomers and the loss of affordable housing opportunities. In a community undergoing gentrification, the average income increases and average family size decreases. Poorer pre-gentrification residents who are unable to pay increased rents or property taxes may be drive out. Old industrial buildings are often converted to residences and shops. new businesses, which can afford increased commercial rent, cater to a more affluent base of consumers - further increasing the appeal to higher income migrants and decreasing the accessibility to the poor.</p> <p>Continued compliance with State and local affordability requirements will help to ensure that affordable housing will continue to represent a portion of overall housing production. By allowing for a variety of housing densities and types, the community plan, in part, facilitates continued affordable housing production in compliance with applicable policies and regulations.</p>



Community Plan Update

#	Location of Comment	Comment	City of San Diego Response
5	Section 5.2 Employment Generation	<p>Based on an analysis of long-term trends, Southeastern San Diego and Encanto Neighborhoods are anticipated to experience combined employment growth of 1,865 jobs in the next two decades, primarily in the educational, health care, social services, and retail trade industries. 1,865 jobs over 20 years or 93 new jobs per year for two planning areas is unacceptable. What is the median projected salary for these jobs?</p> <p>The Light Industrial designation, applied along Commercial Street, allows a wide variety of industrial uses such as repair, light manufacturing, biotechnology, warehousing, storage, and wholesale distribution, in addition to uses allowed in Business Park areas.</p> <p>One very important job generator would be apprentice training for occupations, such as skilled mechanics, repair personnel, plumbers, electricians, welders, programmers, etc. This training could lead to an associate’s degree. (Robert Leif)</p>	<p>Comment noted.</p> <p>Light industrial and commercial mixed use is currently being reviewed and discussed with property owners along Commercial Street between 28th and 32nd Streets, and the SESD Planning Group.</p> <p>Apprentice training not the purvey of the Community plan, please discuss opportunities for apprentice training toward the Community College District, or appropriate trade unions.</p>
6	Section 5.4 Financial Feasibility	<p>These paragraphs admit that with the proposed zoning and the City’s present zoning and permitting structure that further development by the private sector is not feasible. This can be remedied by:</p> <p>1. A realistic zoning plan 2. Improving the City’s permitting process or subcontracting the permitting process to Civic San Diego.</p> <p>3. The municipal code should permit the use of fire and earthquake resistant modular (Remanufactured) housing including multifamily units.</p> <p>4. Enterprises that engage in modular housing should be encouraged to locate in San Diego or at least have a showing space.</p>	<p>1. The elimination of the SESD PDO and the adoption of City Wide Zoning will streamline and expedite the permitting process.</p> <p>3 & 4. Modular and move-on structures are allowed under the Municipal Code.</p>



Community Plan Update

Draft Community Plan Update
Response to Comments Matrix
ECONOMIC PROSPERITY

#	Location of Comment	Comment	City of San Diego Response
7	Policy P-EP-6	<p>P-EP-6: Enhance and create competitive commercial environments with the following initiatives:</p> <ol style="list-style-type: none">1. Develop apprenticeship programs2. High speed internet3. Creation of a North South connection via a multimodal connection of the Orange Line Trolley with the Imperial Ave Bus and the I-15 Express Lanes4. Support including training for small business in compliance with government regulations.5. Simplification of City Regulations6. Marketing of the area and its products and resources such as the Educational and Cultural Complex (ECC).7. Ensuring that expanded Prevention Coverage for Women’s Health and Well-Being is available.8. Providing working mothers with affordable child care for after school and during school breaks, as well as school holidays that are not standard days-off for workers.9. Ensure that virtually every child that graduates elementary school speaks English10. Signage on blocks listing and pointing to local businesses (Robert Leif)	<p>The topics listed are not in the purvey of the community plan, please refer to the following organizations or departments:</p> <ol style="list-style-type: none">1. Community College District or appropriate trade unions2. local cable/ internet providers3. CALTRANS/SANDAG are not supportive of addressing the I-15 linkage until 2050 or later, as such it is not included in the current community plan update.4. Business Improvement District (BID)5. The elimination of the SESD PDO, and adoption of city wide zoning will streamline the permitting process.6. BID7. Count of San Diego8. County of San Diego9. San Diego Unified School District10. BID should develop a signage plan for permitting by Development Services Department.



Community Plan Update

Draft Community Plan Update
Response to Comments Matrix
ECONOMIC PROSPERITY

#	Location of Comment	Comment	City of San Diego Response
8	Local Maintenance Assessment District	<p>The CCDRC has been made a mess of by the City of San Diego. We had an excellent planner, Marco Li Mandri, who we were forced by the City to fire. Over \$100,000 of the CCDC’s money is missing. BIDs etc. need the capacity to close themselves down. This countervailing power paradoxically will encourage their formation. Many of the directors including Dr. Leif were in favor of closing the CCDRC down.</p> <p>Although MADs are a good idea, the only way they can effectively function is by being independent of the City’s bureaucracy.</p> <p>Business Park, Light Industrial, and Office designations at Gateway Centers East, West, the Market St. Industrial Park and Imperial Marketplace facilitate employment generation.</p> <p>P-EP-7: Consider an Assessment District for businesses or properties located in the Village Districts to support, dining, the arts, and entertainment within the community.</p> <p>P-EP-8: Pursue new funding sources to support local economic development efforts in Southeastern San Diego</p> <p>P-EP-9: Pursue private enterprise favorable policies Data from the Voice of San Diego to guide us.</p> <p>P-EP-10: Establish a specific time frame for each step in the implementation of each Policy and Goal, as well as perform a yearly audit to determine if these steps have been achieved. (Robert Leif)</p>	<p>Comment noted, the following revisions/additions will me made to the text:</p> <p>Add the following text: "P-EP-7: Consider a Village District Assessment District that includes all properties along the major street corridors to support, dining, the arts, and entertainment within the community. "</p> <p>Add the following text: "P-EP-8: Pursue new funding sources to support local economic development efforts in Southeastern San Diego"</p> <p>P-EP-9: The Community Plan is a long range policy document and should not cite private organizations that may change over time.</p> <p>P-EP-10: The community plan contains an Implementation section to help guide implementation of the plan. The Planning Department does not recommend conducting a yearly audit but will continue to work with the community to ensure that the plan is effectively making progress toward achieving the overall vision of the community plan.</p>
9	General Comment	<p>Because of global warming, all new construction should be high enough to withstand floods that are above the 100 year and 500 year flood plains. (Robert Leif)</p>	<p>Comment noted, all new construction and signification alterations must be sited out of or above the floodway.</p>
10	General Comment	<p>Please provide a URI in your community plan updates and similar documents to facilitate the reader in finding the reference. (Robert Leif)</p>	<p>URIs and URLs are not provided within the Community Plan because they become outdated over the life of the plan.</p>



Community Plan Update

#	Location of Comment	Comment	City of San Diego Response
1	General	It seems what we may likely to lose access to some 60% of the water supplies we currently enjoy City Planning in Zero Water Environments I've told the county board of supervisors, I've told the city council, and even the communities in southern san diego... is there something more I can do to help get the word out and effect change - before it is too late? (Gregory Morales)	The California Water Authority has secured sufficient water resources for projected growth through 2035. The California Water Authority will be providing a Water Assessment as part of the Environmental Impact Report.
2	Page 6-2	Remove chapter references and instead use element reference. Ex. Use Land Use Element instead of Chapter 2.	Comment noted, the requested change will be made.
3	Page 6-8, second column, first paragraph	City Land Development Manual and Stormwater Standards Manual, is this one or two documents? Sentence is confusing the way it is worded.	Comment noted, the sentence will be edited to clarify that the City Land Development Manual and Stormwater Standards Manual are two separate documents.
4	Page 6-12, Policies P-PF-18, 20, 22, and 23	Remove number references at the beginign of the policy, or if these numbers are connected to a general plan policy or other document list them at the end and reference them completely.	Comment noted, the requested change will be made.
5	Page 6-12, Policy P-PF-20	Change "implements" to "implemented"	Comment noted, the requested change will be made.
6	Page 6-8, Gas, Electricity, Wireless...	Edit Heading to read " <u>Public Utilities, Wireless Communications Facilities, and Street Lights</u> "	Comment noted, the requested change will be made.
7	Page 6-8, second column, last paragraph	Add the following as the last sentence, " <u>See General Plan Policies PF-M.1 through PF-M.4 for further guidance.</u> "	Comment noted, the requested change will be made.
8	Page 6-9, Wireless Communications	Add the following as the last sentence, " <u>See General Plan Policies PF-L.1 through PF-L.13 for further guidance.</u> "	Comment noted, the requested change will be made.
9	Page 6-9, Policies	Move the Water, Sewer and Stormwater Infrastructure policies in front of the Public Utilities policy to correspond with how the topics are discussed in the text.	Comment noted, the requested change will be made.
10	Page 6-8, first column, thrid paragraph	Spell out acronym TMDL (total maximum daily load).	Comment noted, the requested change will be made.



Community Plan Update

Draft Community Plan Update
Response to Comments Matrix
RECREATION

#	Location of Comment	Comment	City of San Diego Response
1	page 7-14, and age 7-19	Issue with ADA misstatement on page 7-14. All parks are required to meet ADA guidelines, not just parks going through renovations. This statement needs to be changed (Theresa Quiroz, PC Workshop).	Comment noted, additional language will be added to ensure that all parks are required to meet ADA guidelines not just parks going through renovations. The text on Page 7-19 will be modified to read: "All new and existing parks and recreation facilities in Southeastern San Diego are requiried to meet ADA guidelines."
2	APN 550-770-0300	Currently proposed as RM-1-1. Add parcel as a potential park on parks map, but do not rezone it (Jeff Harkness).	This parcel has been added as a potential park site.
3	Page 7-2 Goals	Goal 5 and 6 are redundant	Goal number 5 will be removed from the text.
4	Page 7-3 Parks and Recreation Facilities	Change first sentence to read " The General Plan Recreation Element describes three categories of parks: Population Based Parks, Resource Based Parks, and Open Space Lands" so that the listing is in order of how each is discussed in the subsequent text.	Comment noted, the requested change will be made.
5	Page 7-3, column 1, paragraph 2	Change sentence to read, "Mini parks are 1 to 3 usable acres and serve a population within.."	Comment noted, the requested change will be made.
6	Table 7-2 Existing and Proposed Population based Parks and Park Equivalencies Inventory	Be consistent with usage of 0.0 in the existing usable acreage and proposed usable acreage columns. Be consistent with use of bullets in Proposed Actions and Recommended Recreation Amenities.	Comment noted, the requested change will be made.
7	Table 7-2 Existing and Proposed Population based Parks and Park Equivalencies Inventory	Would the proposed actions at Grant Hill, and Mountain View Park add additional acreage?	There is a potential increase to park area as a result of constructing a new retaining wall at Grant Hill Park. The vacation of streets as a recommendation for Mountain View Park is being deleted. All circulation issues have been previously addressed.



Community Plan Update

Draft Community Plan Update
Response to Comments Matrix
RECREATION

#	Location of Comment	Comment	City of San Diego Response
8	Table 7-2 Existing and Proposed Population based Parks and Park Equivalencies Inventory	Number 16, "G" Street and 32nd Street includes a confusing sentence under the Existing Conditions column which states: "Potential park site only if the on-ramp as part of SR-94 is not constructed as a park". Need to clarify this sentence.	A sentence will be added that says "Refer to Non-Traditional Parks (39) for information on the Caltrans site."
9	Table 7-2 Existing and Proposed Population based Parks and Park Equivalencies Inventory	Recreation Centers and Aquatic Centers, is there additional information that should be included in the table? All columns and rows are currently blank.	Facility information will be added into the table.
10	Page 7-6, column one, paragraph one	Delete extra comma.	Comment noted, the requested change will be made.
11	Page 7-17, Preservation	Change title to be "Preservation, Protection and Enhancement"	Comment noted, the requested change will be made.
12	Page 7-17, second column, third paragraph	Delete extra semi-colon.	Comment noted, the requested change will be made.
13	Page 7-20, Open Space Land, first and second paragraph	Delete extra period, and fix spacing after "low intensity recreational uses"	Comment noted, the requested change will be made.
14	Table 7-2 Existing and Proposed Population based Parks and Park Equivalencies Inventory	There is a empty triangle lot behind my house they might be a potential spot for a park. I'm not sure if it's city owned though. I have attached a map of Shelltown that has the spot highlighted in green. (Chris Rhanor)	This parcel was reviewed by staff and found to be inappropriate for public park consideration due to the sloping nature of the parcel and constrained access and visibility from a public right of way.



Community Plan Update

Draft Community Plan Update
Response to Comments Matrix
RECREATION

#	Location of Comment	Comment	City of San Diego Response
15	Table 7-2 Existing and Proposed Population based Parks and Park Equivalencies Inventory	<p>In the plan for public parks, it would be wonderful to have five-on-five soccer fields which have rebound walls and netting. Here is an example: http://www.goals-soccer.com/</p> <p>There is a very successful example of five-on-five soccer in South Gate, Los Angeles. Also, the plan should strongly take advantage of solar powered technology. It would also be ahead of our time to have wifi connection in the Village Districts; Santa Monica, CA is a great example of this. Furthermore, the plan should include more public art and encourage the arts. Lastly, the plan should endeavor to protect our hills and views - the most amazing part of Encanto.</p> <p>(Ikenna Ebigbo)</p>	<p>Comment noted, when active recreation is developed for specific park sites in the community, various amenities, such as five-on-five soccer fields, are considered as part of the Development Plan for the specific site.</p>



Community Plan Update

Draft Community Plan Update
Response to Comments Matrix
CONSERVATION & SUSTAINABILITY

#	Location of Comment	Comment	City of San Diego Response
1	Page 8-2	Include reference to table 8-1 in the Text.	Comment noted, the requested change will be made.
2	Page 8-3, Transit Oriented Infill, second paragraph	Update sentence to reflect updated village boundaries. i.e. remove reference to separate village in Southcrest neighborhood and remove reference to replacing existing freeway ramps and vacant land if applicable.	Comment noted, the requested change will be made.
3	Page 8-11, Urban Forestry, first paragraph	Spell out carbon dioxide instead of using CO2	Comment noted, the requested change will be made.
4	Page 8-11, Urban Forestry, second paragraph	Spell out the number nine	Comment noted, the requested change will be made.
5	Page 8-15, Urban Agriculture and Community Food Security	Eliminate dash in the word environmental.	Comment noted, the requested change will be made.
6	Page 8-15, second column, s	Third , it is also a way to productively..."	Comment noted, the requested change will be made.



Community Plan Update

Draft Community Plan Update
Response to Comments Matrix
HISTORIC PRESERVATION

#	Location of Comment	Comment	City of San Diego Response
1	Page 9-3, Identification and Preservation of Historical Resources	Remove reference to Appendix D.	Comment noted, the reference will be removed.
2	Policy P-HP-5	Policy refers to the Japanese american community in Southeastern. Need to include information about the community within the text of the Historical resources element, otherwise the policy seems disconnected.	<p>Comment noted, the following text from the Historic Context Statement will be added to the Historic Context section (pages 9-6 to 9-9)</p> <p>During the 1920s and 1930s, the Japanese population in San Diego was scattered throughout the city in locations such as Mission Valley and Pacific Beach, as well as surrounding areas including Spring Valley, Chula Vista and Otay Mesa. Japanese community buildings were established in Southeastern San Diego, close to populated enclaves downtown. For example, a Buddhist Temple of San Diego was established at 2929 Market Street in Grant Hill in 1928.</p> <p>The Japanese families that settled in Southeastern San Diego were forced to move to internment camps during World War II. Following the war, most who had owned agricultural land did no, or could not, return to their properities and resettled elsewhere.</p>
3	Identification and Preservation Policies and Educational and Incentive Policies	Remove italics from the opening paragraph to keep the font throughout the document consistent.	Comment noted, the italics will be removed.



Community Plan Update

Draft Community Plan Update
Response to Comments Matrix
ARTS AND CULTURE

#	Location of Comment	Comment	City of San Diego Response
1	Policy P-AC-13	Sentence is cut off. Add something like "...arts and culture in the community"	Comment noted, the suggested text will be added.