

UPTOWN PLANNERS

Friday, May 10, 2024

Shannon Corr
City of San Diego Planning Department
202 C Street, MS 413
San Diego, CA 92101

RE: Hillcrest Focused Plan Amendment Response

Hello Shannon

Please find attached the motion passed by Uptown Planners at its May 7, 2024, meeting regarding the Hillcrest Focused Plan Amendment. The motion passed with 10 in favor, 1 opposed and 3 abstentions. The motion disapproves the Plan Amendment and states the rationale.

I am also attaching certain requests for consideration.

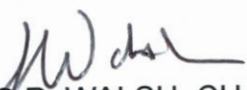
Please thank Coby Tomlins, Phil Trom and Shelby Buso of the Planning Department for attending the meeting and for responding to the numerous, and varied, questions and comments.

We look forward to working with you revising the plan.

Please contact me with any questions which you may have.

Sincerely,

UPTOWN PLANNERS, A CPG


JAMES R. WALSH, CHAIR

Copy: Mayor Todd Gloria
Coby Tomlins

Councilmember Stephen Whitburn
San Diego Planning Commission

MOTION

The Chair of Uptown Planners should advise the Planning Department, the City Council, and the Mayor that our CPG cannot approve the current draft of the Planning Department's proposed "Plan Hillcrest Focused Amendment" to the Uptown Community Plan.

Uptown Planners favors responsible development and supports the ostensible goals of Plan Hillcrest, especially celebrating the legacy of our LGBTQ+ community. However, the board is withholding approval of the proposed amendment itself, which would affect all of Uptown, because of significant community concerns about major and potentially transformative elements of the proposal. Our CPG's concerns (summarized below) have been repeatedly raised to the Planning Department without adequate response. The document attached titled "Plan Hillcrest Requests" provides the history of our attempted constructive engagement and details our specific requests.

The board also directs its Operations & Outreach Committee to take steps to engage the community about the concerns summarized below and to work with the board Chair in preparing materials, if/as appropriate, for presentations of the board's position at meetings of the Planning Commission, City Council, and possibly other local groups.

SUMMARY OF SIGNIFICANT CONCERNS

Mobility: The proposed one-way couplet on Robinson & University, along with the plan for a combined bus lane/emergency vehicle lane on Washington Street and reduced vehicle lanes and parking on these three sole east-west through streets, would increase congestion in an already congested area. The negative effects would extend beyond Hillcrest businesses and residents to businesses and residents throughout Uptown, as well as to traffic on Highway 163. Neither SANDAG public transportation plans nor the city's own Mobility Technical Report support the effectiveness of these radical changes in either the short-term or the long-term. In fact, the Mobility Technical Report shows that existing high traffic streets and intersections already earn failing grades, with no projected improvements.

Density: Adding to concerns about increased congestion is the proposed extended size of the area in which high-density building would be allowed. Changes in zoning would lead to buildings up to over twice the maximum height already allowed. This could result in tens of thousands more Uptown residents than our current community plan already provides for, growth which would far exceed what current SANDAG predictions justify.

Infrastructure: Added density, in turn, would require improvements to infrastructure for safety services, public utilities, recreation centers, green spaces, and other basic community needs that are not being proposed or adequately considered. Uptown already has a deficit of parks and other public facilities. The proposal also would not adequately protect historic resources, including those related to LGBTQ+ history. All of these problems would negatively affect the well-being of everyone in Uptown, especially its most vulnerable citizens.

Gentrification: The proposal's reduced mobility, increased permitted density, and failure to require sufficient infrastructure could gentrify Uptown into another (and less desirable) downtown. This not only would not materially address the city's housing affordability crisis but quite possibly might worsen it due to the loss of naturally occurring affordable housing and increased land values. Increased land values also could impact existing local businesses, with new, expensive mixed-use construction driving up rents. Finally, despite Uptown's sizeable population of the unhoused and housing insecure, the proposal includes no provisions to subsidize or even encourage substantial development of truly affordable housing.

**PLAN HILLCREST REQUESTS BY UPTOWN PLANNERS FOR CONSIDERATION, APPROVED 5/7/24
REGARDING THE “HILLCREST FOCUSED PLAN AMENDMENT DRAFT” RELEASED ON 3/14/24**

BACKGROUND

On 11/5/19, Uptown Planners was informed by the Planning Department that “recommendations for Hillcrest Focused Plan (amendments to the Community Plan) could be made through a sitting subcommittee or an ad hoc subcommittee could be created for this purpose. The effort would be completed by mid-2022. SB 2 transportation funding requires a quick timeline.”

On 4/28/20, the Planning Department hosted its first webinar presenting its conception of Plan Hillcrest. Despite what was represented, the changes first proposed were never materially altered.

On 10/6/23, the Planning Department released its first Hillcrest Focused Plan Amendment Draft, which finally provided specifics, along with a notice that the deadline to submit comments on it would be 11/17/23.

On 11/15/23, Uptown Planners submitted a letter to the City approved by unanimous vote on 11/7/23. [Attachment A.] It detailed the history of this amendment process, calling attention to the perfunctory and superficial nature of the Planning Department’s consideration of our input as the officially recognized community planning group and its dismissal of our requests for adequate time to review completed documents.

On 12/6/23, after having its requests for extension denied yet again, Uptown Planners voted unanimously to approve another letter to the City [Attachment B.] with specific recommendations. These are reorganized sequentially and by element and incorporated in these requests and identified by “Draft01”.

On 3/14/24, the Planning Department released its second Hillcrest Focused Plan Amendment draft, along with a notice that the deadline to submit comments would be 4/29/24. Despite our requests for the same amount of additional time to review granted other community planning groups going through this same process, we were only allowed until our next regular meeting on 5/7/24.

EXECUTIVE SUMMARY

The specific recommendations that follow identify the draft policies and goals that we have identified in our public outreach as needing revision, reinforcement or repeal. But they speak to four overall observations that summarize our community’s concerns:

1) Mobility is speculative.

Transportation must come first, but instead it is an afterthought and dependent on outside agencies and private employers that are not obligated to accommodate the City’s wishes. This amendment presupposes built environment and transit routes that the City admits may not exist until 2050 (if ever) to justify the changes it compels by 2035. The Mobility Element upends the actual priority of different modes without factual

basis, privileging the non-disabled while failing to meet, per the Plan Hillcrest Mobility Technical Report, proven level of service and vehicle parking standards by forfeiting existing access with no concern for mitigation.

2) Density is disproportionate and inappropriate.

The entirely new zoning designations of CC-3-10 and CC-3-11, and new introduction of RM-4-11, would increase the density allowances of Hillcrest by 100% and 137% beyond the current maximum. This would more than what is allowed in Downtown — yet they are being applied to over half the amendment area. Further, the existing 2016 Community Plan already permits over 50% more dwelling units for a 60% population increase for all of Uptown, while SANDAG projects only 0.17% population growth per year for all of the City of San Diego by 2050.

3) Recreation, Public/Safety Facilities and Historic Preservation are deficient.

Hillcrest is the only one of the six neighborhoods in Uptown without a park or open space of any kind, yet neither draft plans for either while seeking to double the current population. Likewise, there is no procedure for where or when to provide for additional public safety and amenities beyond what currently exists. And there is no contingency should the now, reduced-in-size proposed LGBTQ+ historic district not proceed — unlike the new, commerce-centered “cultural district” introduced in the most recent draft.

4) Land value capture is nonexistent.

One of the main goals of Plan Hillcrest is to “affirmatively further fair housing.” Yet the blanket upzoning proposed would instantly double existing land values with no requirements to construct new affordable or to preserve naturally occurring affordable housing — or to alleviate the knock-on effects from increased rents and purchase prices. And there are no mechanisms to claw back the automatic added land worth created to pay for the added strains on existing infrastructure or for anything else. There is zero public benefit to offset the private profit siphoned from the commons.

REQUESTS FOR CHANGES TO THE SECOND DRAFT, RELEASED 3/14/24

- Throughout. Eliminate or define planning specialist jargon/acronyms and double-speak, including, but not limited to, these examples: “path to narrative,” VMF, “woonerf principles” “auxiliary pedestrian facility,” “non-traditional parks,” “urban parkways,” etc. [Draft01]
- Throughout. Identify how changes to the community might affect its homeless population and associated issues with public safety, public health, impacts on tourism and local businesses, etc. [Draft01]
- Page I.: Change the name of the document to “2024 Update to the Uptown Community Plan” (reflecting that numerous and substantive changes proposed would not affect only the Hillcrest neighborhood). [Draft01]
- Page IN-2. “[A] key objective of the Urban Design Element is to protect and enhance the qualities that make these neighborhoods unique.” Fail to see any follow through in the draft plans on this.

- Page IN-6. The gratuitous insertion of the words ‘high density’ to describe the existing mixed-use buildings is biased toward incompatible new development and should be removed.
- Page IN-7. “Hillcrest is the crossroads of Uptown, with major streets intersecting in Hillcrest’s core.” The Mobility Element needs to realistically account for this.
- Page IN-11. “The [Uptown] community is estimated to have a future population of 109,800 people and 52,800 dwelling units at the build-out of the Community Plan.” There is no citation or objective basis for these figures, which instead represent the preconceived objectives of the Plan Hillcrest funding, and therefore they need to be corrected to reflect actual SANDAG projections.
- Page IN-14. The statement, “By increasing transportation choices, a reduction in overall vehicle miles traveled can be achieved.” There is no substantiation or evidence provided to support this claim — and is directly contradicted by the retraction of “VMT-efficient areas” made on Page PF-162.
- Page IN-14. Restore the stricken out “General Plan Guiding Principles.”

Land Use Element

- Throughout. Lower the density included in the plan overall, and base population planning projections on current SANDAG projections, identifying those in the plan, and also addressing demographic assumptions. [Draft01]
- Throughout. Plan for possible effects upon the community of potential changes to major properties affecting land use, including DMV’s possible move, SDUSD’s repurposing of its Normal Street administration building, closure of the University Heights Library, expansion and rebuilding plans of both UCSD and Scripps. [Draft01]
- Throughout. Include a plan for augmentation and maintenance of infrastructure, including public utilities (water, sewer, lighting, road surfacing, etc.), police/fire facilities, libraries, etc. [Draft01]
- Page LU-24. Create a table (comparable to Table 2.2) showing projected land use in 2050. [Draft01]
- Page LU-25, the gratuitous insertion of the word “very” to describe the existing density is biased toward incompatible new development and should be removed.
- Pages LU-27 through LU-37 and throughout. Update and/or expand maps to improve legibility and level of detail. Also revise legends and color markings to be clear, accurate, and complete, with no extraneous elements. [Draft01]
- Page LU-29, LU-38 and throughout. Remove the newly introduced zone RM-4-11. The maximum density for should be RM-4-10 introduced in the 2016 Plan, an existing zoning designation that already is “very high density.” The Floor to Area Ratio should be no higher than 3.6, with building heights capped at 11 stories with Dwelling Units per Acre capped at 109. This maximum density zoning should not be in the Hillcrest core but only allowed on major transit corridors

within a half-mile walk on existing sidewalks from a public transit stop, such as Park Blvd and El Cajon Blvd.

- Page LU-29, LU-40 and throughout. Remove the newly created zones CC-3-10 and CC-3-11. The maximum density for should be CC-3-9, an existing zoning designation that already is “very high density.” The Floor to Area Ratio should be no higher than 8, with building heights capped at 11 stories with Dwelling Units per Acre capped at 109. This maximum density zoning should not be in the Hillcrest core but only allowed on major transit corridors within a half-mile walk on existing sidewalks from a public transit stop, such as Park Blvd and El Cajon Blvd. [Draft01]
- Page LU-43. The gratuitous insertion of the word “very” to describe the existing density is biased toward incompatible new development and should be removed.
- Page LU-45. Include a plan for development of non-entertainment and specialty retail businesses that would be required to support increased population density, including additional grocery shopping. [Draft01]
- Pages LU-48 through LU-51. The gratuitous replacement of the words “community” and “neighborhood” with “urban” to describe existing conditions is biased toward incompatible new development and should be removed.

Mobility Element

- Page MO-55. Restore the phrase “for vehicular traffic” to the end of the sentence “Adequate capacity and improved regional access...”
- Page MO-65. Address ways of encouraging bicycle usage (especially for commuting) in addition to installation of dedicated bicycle lanes (lockers; charging for electric bikes; safety education and signage; employer, business, and residential bike accommodations, etc.). [Draft01]
- Pages MO-66 through MO-71 and throughout. In all cases where proposed public transit routes and transit facilities have not been implemented, zoning and other changes proposed in those areas may not be implemented.
- Pages MO-66 through MO-71 and throughout. Remove the proposal to create a commuter rail line through Florence Canyon, which is designated Open Space, and also the proposal for a skyway. [Draft01]
- Page MO-71. Remove Policies MO-3.16 and MO-3.17 as prioritizing the non-disabled, precluding commercial deliveries, and impeding public safety.
- Page MO-71 and throughout. Eliminate the plan to designate any portion of either Robinson Avenue or University Avenue as one-way and provide specificity about location and nature of proposed traffic calming elements. [Draft01]
- Page MO-82. Reinstate policies MO-7.13 and MO-7.14 (“Provide on-street parking on all streets to support adjacent uses and enhance pedestrian safety.”). [Draft01]

Urban Design Element

- Throughout. Address the accessibility of public amenities, including new streetscaping, and how accessibility would be impacted during development and with restricted parking. [Draft01]
- Page UD-85 and throughout. The gratuitous replacement of the words “community” and “neighborhood” with “urban” to describe existing conditions is biased toward incompatible new development and should be removed.
- Page UD-97. Include drinking fountains and public restrooms in the Streetscape policies.
- Pages UD-101 and UD-102. The redefinition of avenues as “major connectors,” and the inclusion of University Ave and Robinson Ave in the previously identified list of the four north-south avenues, is a semantic sleight of hand that obscures the unsupported claim that one-way traffic flow automatically increases volume. As such, the original 2016 Community Plan language should be restored.
- Page UD-111. Strengthen the language to “retain and utilize” mature and healthy street trees and strike “when feasible” in UD-3.62.
- Page UD-119. The addition of promenades is used specifically to validate the elimination of a public park/greenway for Hillcrest originally proposed in the 1988 Community Plan. As Hillcrest is the only Uptown neighborhood without a park, we object to defining this away from consideration and reject the argument that a public park/greenway for this space would be incompatible with current uses.
- Page UD-129. Reinstate policy UD-4.79 (“Design to conform to the predominant scale of the neighborhood and/or particular block and be sensitive to adjacent uses.”). [Draft01]
- Pages UD-129 through UD-132. Reinstate the 2016 Community Plan language and figures regarding development transitions and transition plane guidelines.

LGBTQ+ Cultural Element

- Page LC-150. Include in Policy 5.6 language to establish a core LGBTQ+ historic district, and center it as essential to the LGBTQ+ cultural district.
- Page LC-150. The only organization identified by name as being involved in the formation of an LGBTQ+ cultural district is the Hillcrest Business Association — which is not an LGBTQ+ organization. The term “business groups” already used is sufficient and respects that there are other, specifically LGBTQ+ focused business groups, such as the San Diego Equality Business Alliance.

Economic Prosperity Element

- Throughout. Identify ways to encourage economic prosperity and small business development, including how to support continuance of existing commercial businesses during growth and change. [Draft01]
- Page EP-157. Add realistic parking requirements so sufficient free and low-cost parking will be available both to patrons of local businesses and to residents

(existing and new), including planning for a public parking garage in or near the Hillcrest core. [Draft01]

Public Facilities, Services, and Safety Element

- Page PF-165. Include a plan for funding Capital Improvement Projects now that DIFs do not need to be spent where collected, identifying how, when “engaging the community,” Uptown Planners will have a specific, substantial, supportive, and collaborative [role] in determining CIPs for Uptown. [Draft01]
- Page PF-170. Strike the words “to the Teachers Training Annex at the San Diego Unified School District’s Education Center should the property become available” from PF-1.8, to recognize that the relocation of the University Heights Branch Library is necessary by itself and is not dependent on this option.

Recreation Element

- Page RE-175 and throughout. Eliminate controversial and/or political language that gratuitously promotes current City administration policies, such as claiming that the revised Parks Plan will “benefit” Uptown. [Draft01]
- Page RE-186. The change to a meaningless “-7,581 recreation value points” to classify park deficiencies in place of the concrete “park deficit of 94.17 acres” needs to be reversed. And given that there are 380 total acres being considered under the plan amendment, this situation merits higher priority.
- Page RE-190. Plan for parks and other substantially-sized public spaces (outside of existing canyons), including playgrounds, potential joint use opportunities with SDUSD properties/facilities, recreational center, playing fields, etc. [Draft01]
- Page RE-193. Do more than “evaluate utilization of paper streets as future park and open space opportunities,” by proactively designating these City assets as recreational “infill,” to redress the park deficit and halt the piecemeal vacation of these parcels for private development.

Conservation Element

- Page CE-197. Restore the deleted language, “Adaptive reuse of older structures is not only energy efficient, but also helps maintain the community’s neighborhood character.”
- Page CE-199. Include a policy that recognizes the embodied carbon from construction activities and not just the operational carbon of completed structures in evaluating sustainable development practices.
- Page CE-199. Prioritize the maintenance and/or production of affordable housing, including on-site requirements, along with middle income and family housing. [Draft01]
- Page CE-199. Identify the percentage of Hillcrest and of District that currently is concrete and also the projected percentage of both that would be concrete in 2050, based upon the Planning Department’s proposal. [Draft01]

- Page CE-207. Include a plan for increasing tree canopy and protecting existing mature trees. [Draft01]

Noise Element

- Page NE-211. Address how noise ordinance exemptions and new noise noticing will be monitored and enforced. [Draft01]

Historic Preservation Element

- Pages HP-233 through HP-235. Identify ways to avoid gentrification and changes to historical diversity because of class-based redlining and building of residences not affordable for populations that currently or potentially live and work in Hillcrest. [Draft01]
- Pages HP-233 and HP-234. Prioritize maintenance and/or production of single family or duplex starter homes and individual property ownership, maximizing opportunities for members of historically underserved or marginalized groups to have the opportunity to establish generational wealth. [Draft01]
- Pages HP-233 and HP-234. Address opportunities for adaptive reuse of existing building stock (both commercial and residential) and the preservation of existing SROs and Naturally Occurring Affordable Housing. [Draft01]
- Pages HP-236 through HP-274. Complete the inventory of historic properties in the plan area, identifying the buildings deemed significant and identify plans for preservation (as distinct from “stories” and “recognition”). [Draft01]

Implementation Element

- Pages IM-278 through IM-280. With regard to planned transportation improvements, distinguish between commitments and general proposals. [Draft01]
- Pages IM-278 through IM-280. Explicitly require property owners to accept full ownership, responsibility, and liability for sidewalks adjacent to their properties, including public amenities provided in exchange for waivers, such as landscaping, fixtures (benches, sculptures, murals, lighting, etc.), and so on. [Draft01]
- Pages IM-282 through IM-301. Provide missing general regulations and supplemental development regulations. Also include details of environmental review/CEQA issues. [Draft01]
- Pages IM-282 through IM-301. Include in the Supplemental Development Regulations mechanisms to capture land value to pay for impacts to infrastructure, public facilities, services, safety, and affordable housing.

PROCESS REQUESTS APPROVED ON 12/5/23, AND PLANNING DEPARTMENT’S RESPONSE:

- ASAP: Publish all comments on the current draft received by the Planning Department in writing, along with detailed notes of all comments received orally at meetings, workshops, Q& A sessions, etc., identifying sources and volume. Also

publish a summary of feedback, discussing and responding to all major points of criticism, requested changes, and/or additions. [NOT DONE.]

- Before publication of next draft (or any additional public presentations): Complete and publicly report all feasibility research on proposals in the current draft, including studies of impacts on traffic (including potential impacts on emergency vehicles and evacuation plans), parking (and potential “circling”), tree canopy and impacts on canyons, possible creation of environmental hotspots and pollution (due to large building AC/heating), environmental costs of demolition and building, infrastructure and maintenance needs, etc. Also provide an inventory of all of the potentially historic resources throughout the proposed Plan Hillcrest area, as well as other potential historic resources in Uptown related to LGBTQ+ history. [NOT DONE.]
- Before publication of next draft: Add consecutive pagination. Also, confirm by use of digital comparison tools AND multiple staff proofreaders that the next draft, presented as an annotated version of the 2016 Uptown Community Plan, clearly indicates ALL changes. Similarly double-check and confirm the contents of a Summary of Changes that should be published simultaneously. [PARTIALLY DONE.]
- Immediately upon online publication and distribution of next draft: Make available complete printed & bound copies of both documents described above: 2x: at Knox Library for review on site; 14x for own use by Uptown Planners board members; 25x for own use by media and interested neighborhood groups, individuals. Provide additional printed & bound copies timely if/as needed, based upon demand. [DONE.]
- After publication of next draft and before any presentations to Planning Commission or City Council: Provide minimum 12 weeks public comment time, with staff available at least weekly for working collaborative editing sessions with members of Plan Hillcrest Committee. [NOT DONE.]
- During public comment period on next draft: Hold public meetings designed for city staff to receive feedback from relevant agencies, departments and committees, including but not limited to Parks Advisory Committee, Historic Resources Board, Community Forest Advisory Board, Uptown Community Parking District. [NOT DONE.]
- During public comment period on next draft: Request formal feedback on implementation impacts of the proposed plan from sections of the Advisory Division of the Attorney General’s office: Environment & Land Use, Infrastructure, Neighborhood Services, Public Services & Public Safety. [NOT DONE.]
- ASAP: Provide details on funding and expenditures to-date and projected that are related to the Plan Hillcrest proposal in the Planning Department, including fees paid to outside consultants and estimated costs of dedicated staff time. [NOT DONE.]

UPTOWN PLANNERS

November 15, 2023

Heidi Vonblum
Director, Planning Department
City of San Diego

RE: **Position on Plan Hillcrest Draft Focused Plan Amendment to Uptown Community Plan**

This letter notifies you of the position that Uptown Planners took at its November 7th board meeting on the Planning Department's draft of its proposed amendment to the Uptown Community Plan, which the Planning Department has titled the "Hillcrest Focused Plan Amendment."

Given the current timeline for approval now that we have finally been presented with a draft of the actual Hillcrest Focused Plan Amendment, we must have more time to consider what its changes mean to our entire Uptown Community Plan. If we do not receive more time to do this, and this plan is moved forward anyway, then we have no choice but to reject it and the changes that it proposes.

Uptown Planners board members expressed strong views about this project being too consequential—for Hillcrest, Uptown, and our entire city—not to have sufficient informed public input and substantive official community group consideration about the specifics of what is a substantially altered community plan. In order to potentially affect the outcome, such reviews would need to take place before presentation to the Planning Commission and other agencies.

To provide some factual context for the Uptown Planners position: Over three years ago the Planning Department announced its self-generated "Plan Hillcrest" initiative to radically expand the area and nature of policies included in Uptown's approved 2016 Community Plan for the Hillcrest "core" and for recognition of Hillcrest's LGBTQ history.

What ensued were a series of Planning Department slide show presentations (most led by consultants), featuring what were described as options, and which options typically were outlined only superficially and without substantiating research. The Planning Department also engaged in sporadic collection of feedback by various methods, none of which took the form of reliable research and all of which Planning Department staff characterized to Uptown Planners as nondeterminative.

While Planning Department staff sometimes made its presentations at meetings of the Uptown Planners ad hoc Plan Hillcrest Committee, Planning Department staff always worked independently, never collaborating with the Plan Hillcrest Committee to determine whether or how to develop the various options proposed. Often the Planning Department did not even give notice to Uptown Planners of presumably public outreach events, which Planning Department staff stated were with staff-selected "smaller groups."

Then, on October 6th, the Planning Department publicly provided a comprehensive amendment of the entire Uptown Community Plan, setting its deadline for receiving comments as November 17th.

The draft that the public was given just six weeks to review included changes to every section of the approved 2016 Uptown Community Plan, expanding it in length from 224 to 280 pages (a 20% increase). Multiple detailed maps were replaced, each of which would be time-consuming to review. Strikingly, and without prior notice, despite the misleading term "focused" in the amendment title, a number of the changes proposed significantly alter aspects of the plan that affect all six of the neighborhoods in Uptown, not just Hillcrest, with potential effects even more far-reaching.

In addition, while the changes proposed to the plan supposedly all were flagged in a 24-page Summary of Changes, that document has proved to be incomplete, inaccurate, and inadequate as a guide. The draft also was provided to the public only in a PDF format that is not consecutively paginated and contains no internal links, making it difficult to navigate or to cross-reference to the Summary. Based upon multiple requests, the Planning Department recently promised a limited number of publicly available bound copies but has not yet provided them.

Importantly, the Planning Department was unavailable to brief the Plan Hillcrest Committee on the proposed plan until November 9th, which, as our CPG Liaison in the Planning Department is aware, is a date that fell after the regularly scheduled November meeting of Uptown Planners, giving the board no meaningful chance to respond.

When Uptown Planners requested an extension of the comment deadline, that request was refused. Being told that this is "just a first draft" is not reassuring because of the aggressive timeline the Planning Department has announced for moving the proposal forward early next year.

Please confirm your receipt of the Uptown Planners position statement provided in this letter. And please note this statement on the City of San Diego's official website:

A community plan is developed through a partnership of the recognized Community Planning Group, the public, and City staff, working together to identify land use policies and recommendation[s] to guide future development of the community.

This letter is copied to the Chair of the Community Planners Committee, our District 3 Councilmember, and the Mayor to advise that no such partnership has taken place in developing the proposed massive and widely impactful amendment to the Uptown Community Plan.

Best regards,

Stu McGraw
Chair, Uptown Planners
Chair@uptownplannersd.org
619-630-6910

cc:
Todd Gloria, Mayor
Stephen Whitburn, Councilmember District 3
Shannon Corr, Senior Planner, Planning Department
Andrea Schlageter, Chair, Community Planners Committee

UPTOWN PLANNERS

December 6, 2023

Coby Tomlins
Program Manager, City Planning Department
Community Planning & Housing Division
City of San Diego

RE: Initial Comments on Plan Hillcrest Draft Focused Plan Amendment to Uptown Community Plan

Last night, at a regular meeting of our board, Uptown Planners approved the appended document:
Initial Comments by Uptown Planners Community Planning Group on the Planning Department's "Hillcrest Focused Plan Amendment Discussion Draft"

Because even these initial comments, based upon only a partial review, are extensive, the board directed me to emphasize this overarching point of our collective understanding:

Transportation analysis should be foundational in deciding upon a suitable plan for developing Hillcrest.

In addition, to ensure understanding and careful consideration of all of our comments, the board further directed me to make this request:

Schedule a meeting within two weeks to discuss all of our comments one-by-one.

I was asked to meet with you and Shannon Corr. I also was asked to bring with me one or two informed board members or members of the public. The board also requested that our District 3 Councilmember, Stephen Whitburn, be included in this meeting.

As you know, City staff independently developed its draft amendment to our Community Plan, despite City policy requiring partnership with the CPG. Dismayingly late as it is in the process, Uptown Planners still expects that the City will, at last, engage in such partnership. So, I hope to hear back from you very soon.

Best regards,



Stu McGraw
Chair, Uptown Planners
Chair@uptownplannerssd.org
619-630-6910

cc:

Shannon Corr, Senior Planner, Planning Department
Heidi Vonblum, Director, City Planning Department
Stephen Whitburn, Councilmember District 3

From: [Uptown Planners](#)
To: [Mulderig, Shannon](#)
Cc: [Jim Walsh](#)
Subject: [EXTERNAL] Uptown Planners Plan Hillcrest Motion Attachment Correction
Date: Tuesday, May 14, 2024 2:51:10 PM

****This email came from an external source. Be cautious about clicking on any links in this email or opening attachments.****

Hello Shannon

Correcting a portion of the supporting documents to the Uptown Planners Motion regarding Plan Hillcrest, to:

On page 8, the final bullet point ("ASAP: Provide details on funding and expenditures") is marked as "NOT DONE." But, in fact, it was done: The city put through a public records request; We received the 600 pages of results in February, 2024.

Thank you.

Jim

Jim Walsh
Chair, [Uptown Planners](#)
619-630-9610