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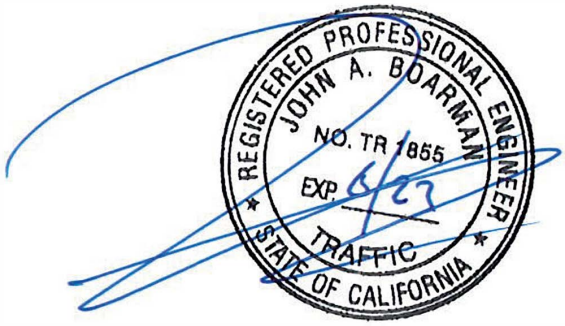
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VEHICLE MILES TRAVELED ASSESSMENT

POST POINTE REZONE

City of San Diego, California
June 2026
PRJ-1124273

LLG Ref. 3-25-4089



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VEHICLE MILES TRAVELED ANALYSIS

POST POINTE REZONE

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1.0 INTRODUCTION

Linscott, Law & Greenspan, Engineers (LLG) has prepared this Vehicle Miles Traveled (VMT) Analysis for the Post Pointe Rezone project (hereby referred to as the "Project"). The Project is proposing a Community Plan Amendment (CPA), and Rezone, for 16.05 acres of land in the Midway-Pacific Highway Community Planning Area. No development is proposed at this time. The site consists of two parcels developed with residential multifamily rental use (405-unit Bevel Apartments and 253-unit Bowen Apartments) and one vacant parcel, formerly the site of the USPS Distribution Center.

The VMT Assessment has been prepared to evaluate the VMT impact of the most intense/most impactful development on the site, consistent with the City of San Diego *Transportation Study Manual* (TSM, current version dated September 19, 2022). The proposed Project evaluated transportation impacts under the California Environmental Quality Act (CEQA) using a Vehicle Miles Traveled (VMT) metric, as presented herein.

2.0 PROJECT LOCATION AND DESCRIPTION

2.1 Project Location

The Project is proposing a Community Plan Amendment (CPA) and Rezone for 16.05 acres of developed land within the Midway-Pacific Highway Community Planning Area. The Project site comprises three parcels, which are further described as areas A, B, and C, as shown on ***Figure A***.

A Tentative Map Exemption was processed concurrently with this review to subdivide Parcel 2 of Parcel Map 21693 (Project Number PRJ-1132957), which was approved on August 8, 2025. As result, Parcel 2 was subdivided into Area A (Parcel 1 of Parcel Map 22202) and Area B (Parcel 2 of Parcel Map 22202). Please note that Parcel Map 22202 was recorded on November 21, 2025.

- Area A, Parcel 1 of Parcel Map 22202, is developed with a 405-dwelling-unit residential building (Bevel Apartments) located at 3250 Barnett Avenue on 7.12 acres with Assessor Parcel Numbers (APNs) of 450-480-015 and 450-480-016.
- Area B, Parcel 2 of Parcel Map 22202, is developed with a 253-dwelling-unit residential building (Bowen Apartments) located at 3280 Barnett Avenue on 4.47 acres with an APN of 450-480-017.
- Area C, Parcel 1 of Parcel Map 21693, is currently undeveloped, located at 2535 Midway Drive on 4.46 acres with an APN of 450-480-013.

2.2 Project Description

The Project site (areas A, B, and C) is currently designated as Business Park – Residential Permitted in the Midway-Pacific Highway Community Plan (2018) and Multiple Use in the City of San Diego's General Plan (2018 and 2024) and zoned as Commercial Office (CO-3-1). The Project proposes the following:

- A CPA to redesignate the project site from Business Park – Residential Permitted to Residential – High Density in the Midway-Pacific Highway Community Plan (2018).
- A Rezone from Commercial Office (CO-3-1) to Residential Multiple Unit (RM-3-9).

No development plan is proposed as part of this process; the Project involves only the CPA and Rezone of the project site as described above. Therefore, the analysis of the Project considers the development of all potential land uses that could be constructed within the project site as a result of the CPA and Rezone in comparison with the maximum potential buildout of the Project site under the existing zoning and land use designations.

As there is no proposed development considered, the Project is defined as any development scenario that could occur under the proposed CPA/Rezone. This includes a variety of residential, office, and regional retail uses. A full list of allowable uses, including maximum buildout potential and average daily trips, is included as ***Attachment A.***

2.3 Project Trip Generation

Typically, a project's estimated average daily trips (ADT) is used in its evaluation of VMT per the City of San Diego TSM guidelines. As stated above, even though no development Project is proposed at this time, the analysis compiled numerous land use and estimated the ADT (provided in *Attachment A*) that would be generated under the proposed CPA/Rezone. As explained later in this study, any future residential use would be expected to have a less than significant VMT impact and any future employment use or regional retail use would be expected to have a significant VMT impact; therefore, the potential ADT is addressed in a qualitative manner versus a quantitative manner:



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Figure A

Project Area Map

3.0 VMT ANALYSIS METHODOLOGY

3.1 Local / Regional Agency Transition to SB743

The City of San Diego *Transportation Study Manual* (TSM, current version dated September 19, 2022) was adopted by City Council on November 9, 2020 as part of the Complete Communities: Mobility Choices program and was utilized for this assessment.

3.2 City of San Diego VMT Screening Criteria

According to the *TSM*, a project that meets at least one of the following screening criteria would have less than significant VMT impact due to project characteristics and/or location.

1. **Residential or Commercial Project Located in a VMT Efficient Area:** The project is a residential or commercial employment project located in a VMT efficient area (15% or more below the base year average household VMT/capita or VMT/employee) based on the applicable location-based screening map produced by SANDAG.

2. **Industrial Project Located in a VMT Efficient Area:** The project is an industrial employment project located in VMT efficient area (in an area with average or below average base year VMT/employee) based on the applicable location-based screening map produced by SANDAG.

3. **Small Project:** The project is a small project defined as generating less than 300 daily unadjusted driveway trips using the City of San Diego trip generation rates/procedures.

4. **Locally Serving Retail/Recreational Project:** The project is a locally serving retail/recreational project defined as having 100,000 square feet gross floor area or less and demonstrates through a market area study that the market capture area for the project is approximately three miles (or less) and serves a population of roughly 25,000 people or less. Locally serving retail is consistent with the definitions of Neighborhood Shopping Center in the San Diego Municipal Code Land Development Code Trip Generation Manual. Locally serving recreation is consistent with the land uses listed in Attachment B of the *TSM*, given that it meets the square footage and market capture area above. Adding retail/recreation square footage (even if it is 100,000 square feet gross floor area or less) to an existing regional retail shopping area is **not** screened out.

5. **Locally Serving Public Facility:** The project is a locally serving public facility defined as a public facility that serves the surrounding community or a public facility that is a passive use. The following are considered locally serving public facilities: transit centers, public schools, libraries, post offices, park-and-ride lots, police and fire facilities, and government offices. Passive public uses include communication and utility buildings, water sanitation, and waste management.

6. **Affordable Housing**: The project has access to transit* and is wholly or has a portion that meets one of the following criteria: is affordable to persons with a household income equal to or less than 50% of the area median income (as defined by California Health and Safety Code Section 50093), housing for senior citizens [as defined in Section 143.0720I], housing for transitional foster youth, disabled veterans, or homeless persons [as defined in 143.0720(f)]. The units shall remain deed restricted for a period of at least 55 years. The project shall provide no more than the minimum amount of parking per unit, per San Diego Municipal Code Section 143.0744. Only the portion of the project that meets the above criteria is screened out. For example, if the project is 100 units with ten deed-restricted affordable housing units, transportation VMT analysis would not be necessary for the ten affordable units but would be necessary for the remaining 90 units (unless they meet one of the other screening criteria). For purposes of applying the small project screening criteria, the applicant would only include the trip generation for the non-affordable housing portion of the project (since the affordable housing portion is screened out).

   *Access to transit is defined as transit being located within a reasonable walking distance (1/2 mile) from the project driveway.

7. **Mixed-Use Project Screening Considerations:** The project's individual land uses should be compared to the screening criteria above. It is possible for some of the mixed-use project's land uses to be screened out and some to require further analysis. For purposes of applying the small project screening criteria, the applicant would only include the trip generation for portions of the project that are not screened out based on other screening criteria. For example, if a project includes residential and retail, and the retail component was screened out because it is locally serving; only the trip generation of the residential portion would be used to determine if the project meets the definition of a small project.

8. **Redevelopment Project Screening Considerations:** The project is a redevelopment project that demonstrates that the proposed project's total project VMT is less than the existing land use's total VMT. Exception: If a project replaces affordable housing (either deed restricted or other types of affordable housing) with a smaller number of moderate-income or high-income residential units, the project is not screened out and must analyze VMT impacts per *Table 3* of the *TSM*.

3.3 Significance Criteria

The transportation VMT thresholds of significance are shown below in ***Table 3–1***, per the City of San Diego's TSM.

TABLE 3–1
VMT SIGNIFICANCE THRESHOLDS

Land Use Type[1]	Thresholds for Determination of a Significant Transportation VMT Impact[2]
Residential	15% below regional average[3] VMT/Capita
Commercial Employment	15% below regional average[3] VMT/Employee
Regional Retail	Zero net increase in total regional VMT[3]

Source: Table 3: Transportation VMT Thresholds of Significance by Land Use per the TSM, September 2022

Footnotes:

1. See *Appendix B* of the TSM for specific land use designations.
2. Projects that exceed these thresholds would have a significant impact.
3. The regional average and total regional VMT are determined using the SANDAG Regional Travel Demand Model.

3.4 Analysis Methodology

If a project is not screened out from performing a VMT analysis, a project should include a detailed evaluation of the VMT produced by the project. Per the *TSM,* residential, commercial employment, and regional retail projects that are expected to generate more than 2,400 daily unadjusted driveway trips would typically run a SANDAG Regional Travel Demand Model.

As there is no proposed development considered, the Project is defined as any development scenario that could occur under the proposed CPA/Rezone. Since there is no specific development to input into the SANDAG model, the Project's VMT per capita or employee was considered the same as the VMT per capita or employee of the census tract in which it is located (Census Tract 66) per the SANDAG Year 2016 ABM2+ Screening Map.

Regional retail uses do not utilize SANDAG's location-based screening maps for transportation VMT impact determination. Instead, VMT impacts for regional retail use-types are based on the overall change to regional VMT as a result of the Project. The threshold for determination of a significant transportation VMT impact is a zero net increase in total regional VMT. Since there is no specific development to input into the SANDAG model, any future regional retail use on the site is presumed to result in a net increase in total regional VMT.

4.0 PROJECT VMT SCREENING ASSESSMENT

Under CEQA, the Project is required to evaluate the most intense and most impactful development that would be allowed under the CPA/RZ. It should be noted that the most impactful land use from a transportation perspective may not be the most impactful for other disciplines. For the purposes of this report, the most intense and impactful land use is based on Vehicle Miles Traveled (VMT) and not Average Daily Trips (ADT).

4.1 Most Intense and Most Impactful Development Considerations

In order to determine the most intense and impactful development from a VMT perspective, the applicable location-based screening maps produced by SANDAG were reviewed. Per the SANDAG Year 2016 ABM2+ Screening Map, residential uses on the site within Census Tract 66 are expected to generate **10.8 VMT per capita** (57.2% of the regional mean) and would therefore be presumed to result in a less-than significant transportation VMT impact.

In contrast, employment uses are expected to generate **20.4 VMT per employee** (107.7% of the regional mean), which exceeds the regional average; therefore, an employment land use would have a significant VMT impact.

Regional retail uses permitted under the proposed rezone would not utilize SANDAG's location-based screening maps because VMT impacts for regional retail use-types are evaluated based on the overall change in regional VMT as a result of the Project. The threshold for determination of a significant transportation VMT impact for regional retail is a zero net increase in total regional VMT. Since a regional retail use on the site would likely result in an increase in total regional VMT, the project would have a significant transportation VMT impact.

Overall, the residential component is screened out and presumed to have a less-than-significant VMT impact, whereas commercial and regional retail components are not screened out and would be expected to result in a significant transportation VMT impact. **Therefore, commercial employment use, regional retail use, or combination of both is considered the most intense and impactful development scenario for the site from a VMT perspective.**

Figures showing the Project location on the SANDAG Year 2016 ABM2+ Screening Maps are included in ***Attachment B***.

4.2 VMT Screening Assessment

As described above, employment and regional retail use-types would be the most intense and impactful development scenarios for the site from a VMT perspective.

Per the *TSM*, employment use-type projects would be required to prepare a detailed VMT analysis unless the project is located in a VMT efficient area (i.e., in an area below 85% of the average base-year VMT per employee) based on the applicable location-based screening map produced by SANDAG. Therefore, any employment-based use on the site would be expected to result in **20.4**

VMT per employee (107.7% of the regional mean). Based on the screening criteria outlined in the *TSM* guidelines, the development of an employment use-type on the Project site would not be screened out from a VMT analysis since the site is not located in a VMT efficient area per the SANDAG Year 2016 ABM2+ Screening Map.

There are no screening criteria that are applicable to potential regional retail uses and therefore these use-types would not be screened out from a VMT analysis.

5.0 VMT Assessment Summary and Mitigation

5.1 VMT Significance Determination

The Project site is located within Census Tract 66 with a reported VMT per employee of 20.4 miles (107.7 % of the regional average) per the SANDAG Year 2016 ABM2+ Screening Map. Since the Project site's reported VMT per employee is higher than 85% of the regional average VMT per employee, the future development of any employment use-type on the Project site, regardless of density, can be expected to result in a significant VMT impact based on the significance threshold for a commercial employee project of 15% below the regional average VMT per employee.

Regional retail uses do not utilize SANDAG's location-based screening maps for transportation VMT impact determination. Instead, VMT impacts for regional retail use-types are based on the overall change to regional VMT as a result of the Project. The threshold for determination of a significant transportation VMT impact is a zero net increase in total regional VMT. A future regional retail use on the site would likely result in a net increase in total regional VMT thereby resulting in a significant transportation VMT impact.

5.2 VMT Assessment Summary

The development of any future employment or regional retail use-types on the Project site can be expected to result in a significant transportation VMT impact based on the City's significance thresholds.

5.3 VMT Mitigation

Future development would be conditioned to comply with the City of San Diego's *Complete Communities Mobility Choices Program* (Ordinance Number O-21274, adopted on December 9, 2020) in order to rely upon the Findings and Statement of Overriding Considerations (SOC) from the *Complete Communities: Housing Solutions and Mobility Choices Program Final Program Environmental Impact Report* (PEIR; May 2020)(SCH No. 2019060003) as mitigation to the extent feasible for potential significant VMT transportation impacts.

Any future office or regional retail uses could mitigate the expected significant VMT transportation impact to the extent feasible through compliance with the City of San Diego's *Complete Communities: Mobility Choices Program*. According to the ordinance, the site is located in Mobility Zone 2, as shown in ***Attachment C***. Mobility Zone 2 means any premises located either partially or entirely within a Transit Priority Area (TPA).

SDMC Section 143.1103(b) indicates the requirement for the application of VMT Reduction Measures for all development located within Mobility Zone 2. These VMT Reduction Measures shall be provided in accordance with Attachment T[1] of the City of San Diego's *Land Development Manual* which provides a list of VMT Reduction Measures that are organized into several categories, including Pedestrian Measures, Bicycle Supportive Measures, Transit Supportive

[1] https://www.sandiego.gov/sites/default/files/ldm-appendix-t.pdf

Measures, and Other Measures. Each of the individual measures is given an assigned point value per unit of measure.

For development in Mobility Zone 2, SDMC Section 143.1103(b)(6) identifies the requirement to provide VMT Reduction Measures totaling between five (5) and eight (8) points, depending on whether the development provides more than the minimum parking required.

At such a time when a site plan is prepared, future development will identify measures as required by the ordinance that meets the requirement of the minimum VMT Reduction Measures points, depending on whether the development will provide more than the minimum parking required as identified in Attachment T of the City of San Diego's *Land Development Manual*.

ATTACHMENT A

FULL PROJECT DESCRIPTION AND PROPOSED ALLOWABLE USES TABLE

POST POINT COMMUNITY PLAN AMENDMENT/REZONE LAND USE AND ZONING PERMITTED USE CHANGES AND ENVIRONMENTAL CONSIDERATIONS

April 14, 2026

Project is a total of 16.05 acres (699,138 sf)
Area A on an 7.12 acre parcel (310,148 s.f.) currently developed with 405 MFDU
Area B on an 4.47 acre parcel (94,713 s.f.) currently developed with 253 MFDU
Area C is on a 4.46 acre parcel (194,278 s.f.) currently vacant with demolished to foundation USPS Distribution Center

Proposed CPA/Rezone to RM3-9, Residential- High Land Use
Maximum FAR: 2.7
Minimum lot size: 7,000 sf
Minimum unit size: 600 sf living space
Density: RM-3-9 Zone: (1 unit per 600 sf lot area); Residential-High Land Use Designation (45-73 du/acre)

Current zoning: CO-3-1, Busines Park - Residential Permitted Land Use
Max. FAR: 2.0 wth 1.0 bonus for multi-family
Mix FAR: 1.0 for residential
Min lot size: 5,000
Density: CO-3-1 zone: (1 unit per 1000 sf lot area);
Density: Business Park - Residential Permitted (0-44 du/ac)

	San Diego Municipal Code			Fire Lane on area C for access between area a and B = 4,500 s.f.	Assumptions		Traffic Assumptions						
Row	**Permitted New Uses in the RM 3-9 Zone** Includes P and L permit codes that were not allowed in the CO-3-1 Zone per Table Table 131-04B in City of SD Muni Code	Permit Codes	Restrictions	Front Setback, 410 Lf of frontage, 10 feet setback = 4,100 s.f.	Building Size/Dev't Assumptions (Max. FAR: 2.7)	Compatibilty/Likeliness of Use on Site	LLG Assumed Land Use (City Trip Gen Manual, 2003)	Assumed Density	Driveway Trip Rate	Estimated ADT/Trans.	Estimated VMT	Land Use Considerations	Visual/Aesthetic Considerations
1	*Open Space:*			Side Setback (at NW PL). 420 Lf., 5 feet setback = 2,100 s.f.									
2	Active Recreation	P		Common Open Space 25 s.f./du; max du of 323 du = 8,075 s.f.	Max FAR = 1,887,672 sf	Not likely	Park: Developed	16.05 Acres	50 trips/Acre	803	SANDAG VMT Maps are not provided for this use	Consistent with the following: - GP/C P/Zoning - ALUCP Future Development under new zone would be requird to comply with CAP Consistency Regulations.	More than other land uses
3	Passive Recreation	P		Total unusable area: 43,775 s.f.	open space - public parks	Not likely	Park: Undeveloped	16.05 Acres	5 trips/Acre	80	SANDAG VMT Maps are not provided for this use	Consistent with LU plans and policies	Less than other land uses
4	Natural Resources Preservation	P		Compatible	open space - limited public access	Not likely	Undeveloped	16.05 Acres	N/A	0	0	Consistent with LU plans and policies Might not be practical because of lack of surrounding natural resources land uses	Less than other land uses
5	*Residential:*												
6	Mobilehome Parks	P(2)		Conditionally compatible with 45 dB CNEL (interior) ("Single or Multiple Unit")	Max 7,000 sf/lot (or mobile home) = 100 mobile homes	Not likely	Mobile Home	100 DU	5 trips/DU	500	10.8 VMT/Resident 57.2% of the regional average. Project is within VMT efficient area. Therefore, project is presumed to have a less than significant VMT impact	Consistent with LU plans and policies	Less than other land uses
7	Residential MDU	P		Conditionally compatible with 45 dB CNEL (interior) ("Single or Multiple Unit")	Max 73 du/ac or 1/600 s.f. of lot = 1,165 units	Likely	MDU: Over 20 DU/Acre	1,165 DU	6 trips/DU	6,990	10.8 VMT/Resident 57.2% of the regional average. Project is within VMT efficient area. Therefore, project is presumed to have a less than significant VMT impact	Consistent with the following: - GP/C P/Zoning - ALUCP (would have to meet CNEL dB requirements) Future Development under new zone would be requird to comply with CAP Consistency Regulations.	More than other land uses
8	Rooming House	P		Conditionally compatible with 45 dB CNEL (interior)	Max 7,000 sf/lot = 100 homes SEE NOTES UNDER SINGLE DWELLING UNITS (LINE 11)	Not Likely	SFD: Urbanized Area	100 DU	9 trips/DU	900	10.8 VMT/Resident 57.2% of the regional average. Project is within VMT efficient area. Therefore, project is presumed to have a less than significant VMT impact	Consistent with the following: - GP/C P/Zoning - ALUCP (would have to meet CNEL dB requirements) Future Development under new zone would be requird to comply with CAP Consistency Regulations.	Less than other land uses
9	Shopkeeper Units	P		Conditionally compatible with 45 dB CNEL (interior) ("Single or Multiple Unit")	As commercial is only allowed as part of a mixed use development, it isn't clear whether this would be allowed. The shopkeeper unit would be included as part of a larger mixed use development. Therefore, the impacts of a single shopkeeper unit do not need to be measured for this exercise.	NA	NA	NA	NA	NA	N/A	Consistent with LU plans and policies	Less than other land uses
10	Single Dwelling Units	P(8)	SDMC Section 143.0365: The following supplemental regulations apply to a Site Development Permit for a small lot subdivision. (a) A small lot subdivision development is permitted in the RM-1-1 through RM-3-8 (Residential Multiple Unit) Zones, and zones with comparable density in the Planned Districts regulated in Chapter 15. (b) A dwelling unit may have a maximum of three bedrooms. (c) A small lot subdivision development shall	Conditionally compatible with 45 dB CNEL (interior) ("Single or Multiple Unit")	Max 7,000 sf/lot = 100 homes PER SDMC SECTION 143.0365, small lot subdivisions are only permitted up to RM-3-8. Additionally, dwelling units may only have up to 3 bedrooms.	Not likely	SFD: Urbanized Area	100 DU	9 trips/DU	900	10.8 VMT/Resident 57.2% of the regional average. Project is within VMT efficient area. Therefore, project is presumed to have a less than significant VMT impact	Consistent with the following: - GP/C P/Zoning - ALUCP (would have to meet CNEL dB requirements) Future Development under new zone would be requird to comply with CAP Consistency Regulations.	Less than other land uses

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Project is a total of 16.05 acres (699,138
Area A on an 7.12 acre parcel (310,148 s
Area B on an 4.47 acre parcel (94,713 s:
Area C is on a 4.46 acre parcel (194,278

	San Diego M		Environmental Considerations (does not include CEQA topic issues that would have similar impacts, such as ag, bio, cul, and mineral resources)									
Row	**Permitted New Uses in the RM 3-9 Zone** Includes P and L permit codes that were not allowed in the CO-3-1 Zone per Table Table 131-04B in City of SD Muni Code	Permit Codes	Air Quality Considerations	GHG Considerations	Geology Considerations	Hazards Considerations	Hydrological Considerations	Noise Considerations	Public Services/Recreational Considerations	Utilities	Wildfire Considerations	Commentary (It should be noted that the proposed uses would be analyzed in comparison to the 699 du/25% commercial, which is calculated at 234,000 s.f. commercial office, currently allowed as the most impactful use in the current CO-3-1 zone and Business Park Residential Permitted (0-44 du acre) Land Use designation)
1	*Open Space:*											
2	Active Recreation	P	More than other land uses	More than other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	More than other land uses	Less than other land uses	More than other land uses	Similar to other land uses	A 1.8 million-square-foot active recreation building would have more intensive construction and operational impacts under some CEQA topic sections because of its bulk, amount and duration of construction, and increased operational traffic volumes. It would create a greater demand for water, sewer, electrical, and potentially natural gas services. A development project under this categor would have similar hydrology, geology, and hazard impacts as those for other land uses.
3	Passive Recreation	P	Less than other land uses	Less than other land uses	Less than other land uses	Less than other land uses	Less than other land uses	Less than other land uses	Less than other land uses	Less than other land uses	Similar to other land uses	As a open space land use, this type of land use would have limited environmental impacts. If the open space area has vegetated portions, wildfire risk could increase, but because of the surrounding developed areas, the risk would be similar to that of other land uses.
4	Natural Resources Preservation	P	Less than other land uses	Less than other land uses	Less than other land uses	Less than other land uses	Less than other land uses	Less than other land uses	Less than other land uses	Less than other land uses	Similar to other land uses	As a open space land use, this type of land use would have limited environmental impacts. Assuming the site would be revegetated, wildfire risk could increase, but because of the surrounding developed areas, the risk would be similar to that of other land uses.
5	*Residential:*											
6	Mobilehome Parks	P(2)	Less than other land uses	Less than other land uses	Less than other land uses	Similar to other land uses	Similar to other land uses	Less than other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	A 100-unit mobile home park would have reduced visual impacts due to the smaller scale of the development. While it would still have impacts related to AQ, GHG, and noise, these impacts would be reduced due to the reduced construction and operational traffic. Since mobile homes are single-story and do not involve and below-grade construction, geology impacts would be reduced. Hazards and hydrology impacts would be similar because similar plans and policies would be applied to the site as they would be to other development projects. The demand on public services and utilities would be lessened as compared to more intense projects, such as a MFR + retail project, but they would be similar to other development projects.
7	Residential MDU	P	More than other land uses	More than other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	More than other land uses	More than other land uses	More than other land uses	Similar to other land uses	A 1,165-unit residential development project would have more intensive construction and operational impacts under some CEQA topic sections (e.g., aesthetics, AQ, GHG, and noise) because of its bulk, amount and duration of construction, and increased operational traffic volumes. It would also create a greater demand for public services and utilities because of the increased onsite population. A development project under this categor would have similar hydrology, geology, hazards, and wildfire impacts as those for other land uses because plans and policies to control these impacts would be similar for all building types. Considering areas A and B have been completed (totaling 658 du), the realistic assumption would be an additional 323 units on area C, assuming a developer would not tear down the new builds on areas A and B.
8	Rooming House	P	Less than other land uses	More than other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	Rooming homes would be similar to a 100-unit single family residential development project. It would have reduced visual impacts due to the smaller scale of the development. While it would still have impacts related to AQ, GHG, and noise, these impacts would be reduced due to the reduced construction and operational traffic. Assuming rooming homes would be 1- to 2-story buildings and would not involve below-grade construction, geology impacts would be reduced. Hazards and hydrology impacts would be similar because similar plans and policies would be applied to the site as they would be to other development projects. The demand on public services and utilities would be lessened as compared to more intense projects, such as a MFD + retail project, but they would be similar to other development projects.
9	Shopkeeper Units	P	Less than other land uses	Less than other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	Less than other land uses	Less than other land uses	Similar to other land uses	Assuming a shopkeeper unit would be a small part of a larger development project with retail and/or commercial uses, the impacts related to the construction and use of individual shopkeeper units would be less than and/or similar for all CEQA topic sections.
10	Single Dwelling Units	P(8)	Less than other land uses	More than other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	Less than other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	A 100-unit single family residential proejct would have reduced visual impacts due to the smaller scale of the development. While it would still have impacts related to AQ, GHG, and noise, these impacts would be reduced due to the reduced construction and operational traffic. Since SF homes are typically 1- or 2-story buildings and do not involve and below-grade construction, geology impacts would be reduced. Hazards and hydrology impacts would be similar because similar plans and policies would be applied to the site as they would be to other development projects. The demand on public services and utilities would be lessened as compared to more intense projects, such as a MFR + retail project, but they would be similar to other development projects.

POST POINT COMMUNITY PLAN AMENDMENT/REZONE LAND USE AND ZONING PERMITTED USE CHANGES AND ENVIRONMENTAL CONSIDERATIONS

April 14, 2026

Project is a total of 16.05 acres (699,138 sf)
Area A on an 7.12 acre parcel (310,148 s.f.) currently developed with 405 MFDU
Area B on an 4.47 acre parcel (94,713 s.f.) currently developed with 253 MFDU
Area C is on a 4.46 acre parcel (194,278 s.f.) currently vacant with demolished to foundation USPS Distribution Center

Proposed CPA/Rezone to RM3-9, Residential- High Land Use
Maximum FAR: 2.7
Minimum lot size: 7,000 sf
Minimum unit size: 600 sf living space
Density: RM-3-9 Zone: (1 unit per 600 sf lot area); Residential-High Land Use Designation (45-73 du/acre)

Current zoning: CO-3-1, Busines Park - Residential Permitted Land Use
Max. FAR: 2.0 wth 1.0 bonus for multi-family
Mix FAR: 1.0 for residential
Min lot size: 5,000
Density: CO-3-1 zone: (1 unit per 1000 sf lot area);
Density: Business Park - Residential Permitted (0-44 du/ac)

	San Diego Municipal Code			Fire Lane on area C for access between area a and B = 4,500 s.f.	Assumptions		Traffic Assumptions						
11	Employee Housing <6	L		Conditionally compatible with 45 dB CNEL (interior) ("Group Quarters")	Max 7,000 sf/lot = 100 homes	Not Likely as stand alone, only as component of Residential MDU	SFD: Urbanized Area	100 DU	9 trips/DU	900	10.8 VMT/Resident 57.2% of the regional average. Project is within VMT efficient area. Therefore, project is presumed to have a less than significant VMT impact	Consistent with the following: - GP/CP/Zoning - ALUCP (would have to meet CNEL dB requirements) Future Development under new zone would be requird to comply with CAP Consistency Regulations.	Less than other land uses
12	Garage, Yard, Estate Sale	L	SDMC Section 141.0306: Garage, yard, and estate sales are permitted as a limited use in the zones indicated with an "L" in the Use Regulations Tables in Chapter 13, Article 1 (Base Zones) subject to the following regulations. (a) Garage, yard, and estate sales are permitted only as an accessory use to a permitted dwelling unit. (b) The number of sales per premises shall not exceed three per year. (c) Each sale shall not exceed two consecutive calendar days.	Conditionally compatible with 45 dB CNEL (interior) ("Single or Multiple Unit")	Assume up to 6 garage, yard, and/or estate sales per year per the regulated restrictions. Due to the higher quality of goods, greater promotion capabilities, and geographically larger customer base, **6 separate estate sales** would likely be the greatest in size and generate the most traffic.	Not likely	Speciality Retail Center	6 Garage, yard and/or estate sales per year	400 trips/Acre	6,420	SANDAG VMT Maps are not provided for this use	Consistent with LU plans and policies	Less than other land uses
13	Movable Tiny Houses	L	Regarding the location/development of Movable Tiny Homes: SDMC Section 141.0318(a)(3): A movable tiny house shall be located: (A) on a premises adjacent to a public right-of-way that is at least 20 feet wide. Exterior portions of a movable tiny house shall not be located more than 150 feet from the public right-of-way. A movable tiny house shall be accessed from the public right of-way by a path that is at least 5 feet wide; (B) behind or to the side of the primary dwelling unit and not in any front yard; and (C) at a fire separation distance of at least 5 feet from an adjacent lot line and at least 10 feet from any other structures on the premises.	Conditionally compatible with 45 dB CNEL (interior) ("Single or Multiple Unit")	Assuming one Movable Tiny Home for every SFR = 100 MTHs 100 SFUs + 100 MTHs = 200 residences	Not likely	1. MTH = Mobile Home 2. SFU = SFD Urbanized Area	1. 100 MTH 2. 100 SFU	1. 5 trips/DU 2. 9 trips/DU	1,400	10.8 VMT/Resident 57.2% of the regional average. Project is within VMT efficient area. Therefore, project is presumed to have a less than significant VMT impact	Consistent with the following: - GP/CP/Zoning - ALUCP (would have to meet CNEL dB requirements) Future Development under new zone would be requird to comply with CAP Consistency Regulations.	Less than other land uses
14	Student Housing	L(11)	Student housing may be permitted in areas specifically designated as such in a land use plan OR (if not designated in a LU plan), within a 1-mile radius of credited college or university premises OR **within an SDA (project site is in an SDA)** SDMC 141.0319(s)(1-3) Universities must be accredited by WASC (https://www.wscuc.org/).	Conditionally compatible with 45 dB CNEL (interior) ("Single or Multiple Unit")	Max 73 du/ac or 1/600 s.f. of lot = 1,165 units NOTE, the nearest WASC-accredited university is Point Loma Nazarene University (1.13 miles away). The site is close to but not within the 1-mile radius requirement.	Somewhat unlikely as proximity to University is not conducive for Student Housing Use	MDU: Over 20 DU/Acre	1,165 DU	6 trips/DU	6,990	10.8 VMT/Resident 57.2% of the regional average. Project is within VMT efficient area. Therefore, project is presumed to have a less than significant VMT impact	Consistent with the following: - GP/CP/Zoning - ALUCP (would have to meet CNEL dB requirements) Future Development under new zone would be requird to comply with CAP Consistency Regulations.	More than other land uses
15													
16	Food, Bev, Groceries	P(5)	- medical offices can have no overnight patients - only allowed as part of a mixed-use component; commercial to be on ground floor only - max 10% of gfa of building is allowed for commercial - eating and drinking establishments not to exceed 2,000 sf - must face a primary street enclosed in the building - hours of operation 6 a.m. to 10 p.m. except eating and drinking (6 a.m. to 12:00 a.m.)	Compatible	Project at 16.05 acres = max gfa of 1,887,673 s.f. 10% gfa restriction on Use to 188,767 s.f. Remaining 90% (1,698,906 sf) would be MF residential Rezone designation RM-3-9 maximum dwelling units = 1,165 (1 du/600 s.f. of lot) (Assuming a rebuild of areas A and B) Retail component: 188,767 sf Residential component: 1,165 units	Somewhat likely as portion of site	1. Retail component = Supermarket 2. Residentail Componenet = MDU: Over 20 DU/Acre	1. 188,767 SF 2. 1,165 DU	1. 150 trips/KSF 2. 6 trips/DU	28,350 trips Retail 6,990 trips Residential **35,340 trips Total**	Over 100,000 KSF not screened out. Therefore retail component is not screened out and therefore may result in significant VMT impact 10.8 VMT/Resident 57.2% of the regional average. Project is within VMT efficient area. Therefore, project is presumed to have a less than significant VMT impact	Consistent with the following: - GP/CP/Zoning - ALUCP (would have to meet CNEL dB requirements) Potential Inconsistencies: - Future Development under new zone would be requird to comply with CAP Consistency Regulations. - Noise issues related to nearby sensitive receptors (deliveries, AC units, increased vehicle trips, etc.)	More than other land uses

POST PC

Project is a total of 16.05 acres (699,138
Area A on an 7.12 acre parcel (310,148 s
Area B on an 4.47 acre parcel (94,713 s.
Area C is on a 4.46 acre parcel (194,278

	San Diego M		Environmental Considerations (does not include CEQA topic issues that would have similar impacts, such as ag, bio, cul, and mineral resources)									
11	Employee Housing <6	L	Less than other land uses	More than other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	A 100-unit employee housing proejct would have reduced visual impacts due to the smaller scale of the development. While it would still have impacts related to AQ, GHG, and noise, these impacts would be reduced due to the reduced construction and operational traffic. Assuming employee housing buildings would be 1- or 2-story buildings and would not involve below-grade construction, geology impacts would be reduced. Hazards and hydrology impacts would be similar because similar plans and policies would be applied to the site as they would be to other development projects. The demand on public services and utilities would be lessened as compared to more intense projects, such as a MFR + retail project, but they would be similar to other development projects.
12	Garage, Yard, Estate Sale	L	Less than other land uses	Less than other land uses	Less than other land uses	Less than other land uses	Less than other land uses	Less than other land uses	Less than other land uses	Less than other land uses	Similar to other land uses	Six separate estate sales on the project site would have temporary impacts related to traffic, AQ, GHG, and noise because of the intermittent use of the site. As no construction is included, geology impacts would be lessened. This type of land use would not create a demand for public services or utilities. Hydrological, hazard, and wildfire concerns would also be lessened due to the temporary nature of this type of project.
13	Movable Tiny Houses	L	Less than other land uses	More than other land uses	Less than other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	Less than other land uses	Similar to other land uses	Similar to other land uses	A 100-unit movable tiny home proejct would have reduced visual impacts due to the smaller scale of the development. While it would still have impacts related to AQ, GHG, and noise, these impacts would be reduced due to the reduced construction and operational traffic. Since tiny movable homes are single-story and do not involve and below-grade construction, geology impacts would be reduced. Hazards and hydrology impacts would be similar because similar plans and policies would be applied to the site as they would be to other development projects. The demand on public services and utilities would be lessened as compared to more intense projects, such as a MFR + retail project, but they would be similar to other development projects.
14	Student Housing	L(11)	More than other land uses	More than other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	More than other land uses	More than other land uses	Similar to other land uses	A 1,165-unit residential development project would have more intensive construction and operational impacts under some CEQA topic sections (e.g., aesthetics, AQ, GHG, and noise) because of its bulk, amount and duration of construction, and increased operational traffic volumes. It would also create a greater demand for public services and utilities because of the increased onsite population. A development project under this categor would have similar hydrology, geology, hazards, and wildfire impacts as those for other land uses because plans and policies to control these impacts would be similar for all building types. Considering areas A and B have been completed (totaling 658 du), the realistic assumption would be an additional 323 units on area C, assuming a developer would not tear down the new builds on areas A and B.
15												
16	Food, Bev, Groceries	P(5)	More than other land uses	More than other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	More than other land uses	More than other land uses	More than other land uses	Similar to other land uses	A 1,165-unit residential development project with 188,767 square feet of retail would have more intensive construction and operational impacts under some CEQA topic sections (e.g., aesthetics, AQ, GHG, and noise) because of its bulk, amount and duration of construction, and increased operational traffic volumes. It would also create a greater demand for public services and utilities because of the increased onsite population. A development project under this categor would have similar hydrology, geology, hazards, and wildfire impacts as those for other land uses because plans and policies to control these impacts would be similar for all building types. It should be noted that this assumes a rebuild of Areas A and B (which are recently developed with 658 du). A more realistic assumption would be the mix of uses on Area C only and no new development on Areas A and B.

POST POINT COMMUNITY PLAN AMENDMENT/REZONE LAND USE AND ZONING PERMITTED USE CHANGES AND ENVIRONMENTAL CONSIDERATIONS

April 14, 2026

Project is a total of 16.05 acres (699,138 sf)
Area A on an 7.12 acre parcel (310,148 s.f.) currently developed with 405 MFDU
Area B on an 4.47 acre parcel (94,713 s.f.) currently developed with 253 MFDU
Area C is on a 4.46 acre parcel (194,278 s.f.) currently vacant with demolished to foundation USPS Distribution Center

Proposed CPA/Rezone to RM3-9, Residential- High Land Use
Maximum FAR: 2.7
Minimum lot size: 7,000 sf
Minimum unit size: 600 sf living space
Density: RM-3-9 Zone: (1 unit per 600 sf lot area); Residential-High Land Use Designation (45-73 du/acre)

Current zoning: CO-3-1, Busines Park - Residential Permitted Land Use
Max. FAR: 2.0 wth 1.0 bonus for multi-family
Mix FAR: 1.0 for residential
Min lot size: 5,000
Density: CO-3-1 zone: (1 unit per 1000 sf lot area);
Density: Business Park - Residential Permitted (0-44 du/ac)

	San Diego Municipal Code			Fire Lane on area C for access between area a and B = 4,500 s.f.	Assumptions		Traffic Assumptions						
17	Sundries, Pharm and Conv. Sales	P(5)	- medical offices can have no overnight patients - only allowed as part of a mixed-use component; commercial to be on ground floor only - max 10% of gfa of building is allowed for commercial - eating and drinking establishments not to exceed 2,000 sf - must face a primary street enclosed in the building - hours of operation 6 a.m. to 10 p.m. except eating and drinking (6 a.m. to 12:00 a.m.)	Compatible	Project at 16.05 acres = max gfa of 1,887,673 s.f. 10% gfa restriction on Use to 188,767 s.f. Remaining 90% (1,698,906 sf) would be MF residential Rezone designation RM-3-9 maximum dwelling units = 1,165 (1 du/600 s.f. of lot) (Assuming a rebuild of Areas A and B) Retail component: 188,767 sf Residential component: 1,165 units	Somewhat likely as portion of site	1. Retail component =Drugstore 2. Residentail Componenet = MDU: Over 20 DU/Acre	1. 188,767 SF 2. 1,165 DU	1. 90 trips/KSF 2. 6 trips/DU	17,010 trips Retail 6,990 trips Residential **14,550 trips Total**	Over 100,000 KSF not screened out. Therefore retail component is not screened out and therefore may result in signficant VMT impact 10.8 VMT/Resident 57.2% of the regional average. Project is within VMT efficient area. Therefore, project is presumed to have a less than significant VMT impact	Consistent with the following: - GP/CP/Zoning - ALUCP (would have to meet CNEL dB requirements) Potential Inconsistencies: -Future Development under new zone would be requird to comply with CAP Consistency Regulations. -Noise issues related to nearby sensitive receptors (deliveries, AC units, increased vehicle trips, etc.)	Similar to other land uses
18	Wearing Apparel & Acc.	P(5)	- medical offices can have no overnight patients - only allowed as part of a mixed-use component; commercial to be on ground floor only - max 10% of gfa of building is allowed for commercial - eating and drinking establishments not to exceed 2,000 sf - must face a primary street enclosed in the building - hours of operation 6 a.m. to 10 p.m. except eating and drinking (6 a.m. to 12:00 a.m.)	Compatible	Project at 16.05 acres = max gfa of 1,887,673 s.f. 10% gfa restriction on Use to 188,767 s.f. Remaining 90% (1,698,906 sf) would be MF residential Rezone designation RM-3-9 maximum dwelling units = 1,165 (1 du/600 s.f. of lot) (Assuming a rebuild of Areas A and B) Retail component: 188,767 sf Residential component: 1,165 units	Somewhat likely as portion of site	1. Retail component =Specialty Retail/Strip Commercial 2. Residentail Componenet = MDU: Over 20 DU/Acre	1. 188,767 SF 2. 1,165 DU	1. 40 trips/KSF 2. 6 trips/DU	7,560 trips Retail 6,990 trips Residential **14,550 trips Total**	Retail may be screend out with a Market Study 10.8 VMT/Resident 57.2% of the regional average. Project is within VMT efficient area. Therefore, project is presumed to have a less than significant VMT impact	Consistent with the following: - GP/CP/Zoning - ALUCP (would have to meet CNEL dB requirements) Potential Inconsistencies: - Future Development under new zone would be requird to comply with CAP Consistency Regulations. - Noise issues related to nearby sensitive receptors (deliveries, AC units, increased vehicle trips, etc.)	Similar to other land uses
19	*Commercial Services:*												
20	Business Support	P(5)	- medical offices can have no overnight patients - only allowed as part of a mixed-use component; commercial to be on ground floor only - max 10% of gfa of building is allowed for commercial - eating and drinking establishments not to exceed 2,000 sf - must face a primary street enclosed in the building - hours of operation 6 a.m. to 10 p.m. except eating and drinking (6 a.m. to 12:00 a.m.)	Compatible	Project at 16.05 acres = max gfa of 1,887,673 s.f. 10% gfa restriction on Use to 188,767 s.f. Remaining 90% (1,698,906 sf) would be MF residential Rezone designation RM-3-9 maximum dwelling units = 1,165 (1 du/600 s.f. of lot) (Assuming a rebuild of Areas A and B) Retail component: 188,767 sf Residential component: 1,165 units	Somewhat likely as portion of site	1. Retail component = Commercial Office 2. Residentail Componenet = MDU: Over 20 DU/Acre	1. 188,767 SF 2. 1,165 DU	1. Ln(T)=0.756 Ln(x) + 3.95 2. 6 trips/DU	2,729 trips Retail 6,990 trips Residential **9,719 trips Total**	20.4 VMT/Employee; 107.7% of the regional average. Site is not within VMT efficient area. Therefore, the commercial component is not screened out and therefore may result in significant transportation VMT impact . 10.8 VMT/Resident 57.2% of the regional average. Project is within VMT efficient area. Therefore, project is presumed to have a less than significant VMT impact10.8 VMT/Resident for the residential use	Consistent with the following: - GP/CP/Zoning - ALUCP (would have to meet CNEL dB requirements) Potential Inconsistencies: -Future Development under new zone would be requird to comply with CAP Consistency Regulations. -Noise issues related to nearby sensitive receptors (deliveries, AC units, etc.)	More than other land uses
21	Eating & Drink Est.	P(5)	- medical offices can have no overnight patients - only allowed as part of a mixed-use component; commercial to be on ground floor only - max 10% of gfa of building is allowed for commercial - eating and drinking establishments not to exceed 2,000 sf - must face a primary street enclosed in the building - hours of operation 6 a.m. to 10 p.m. except eating and drinking (6 a.m. to 12:00 a.m.)	Compatible	3 MF residential buildings with 2,000 sf of eating and drinking establishment each = 6,000 sf Total DU all Areas 1,164 DU	Somewhat likely as portion of site	1. Restaurant: High Turnover (sit-down) 2. Assumed Residentail Componenet = MDU: Over 20 DU/Acre	1. 6,000 SF 2. 1,165 DU	1. 130 trips/KSF 2. 6 trips/DU	24,570 trips Retail 6,990 trips Residential **31,560 trips Total**	Retail component could be screened out with Market Study. 10.8 VMT/Resident 57.2% of the regional average. Project is within VMT efficient area. Therefore, project is presumed to have a less than significant VMT impact	Consistent with the following: - GP/CP/Zoning - ALUCP (would have to meet CNEL dB requirements) Potential Inconsistencies: -CAP Checklist (depends on provision of CAP Stategy 3 items) -Noise issues related to nearby sensitive receptors (deliveries, AC units, increased vehicle trips, etc.)	More than other land uses
22	Instructional Studios	P(5)	- medical offices can have no overnight patients - only allowed as part of a mixed-use component; commercial to be on ground floor only - max 10% of gfa of building is allowed for commercial - eating and drinking establishments not to exceed 2,000 sf - must face a primary street enclosed in the building - hours of operation 6 a.m. to 10 p.m. except eating and drinking (6 a.m. to 12:00 a.m.)	Compatible ("Sport/Fitness Facility")	Project at 16.05 acres = max gfa of 1,887,673 s.f. 10% gfa restriction on Use to 188,767 s.f. Remaining 90% (1,698,906 sf) would be MF residential Rezone designation RM-3-9 maximum dwelling units = 1,165 (1 du/600 s.f. of lot) (Assuming a rebuild of Areas A and B) Retail component: 188,767 sf Residential component: 1,165 units	Somewhat likely as portion of site	1. Retail component = Racquetball/Tennis/Health Club 2. Residentail Componenet = MDU: Over 20 DU/Acre	1. 188,767 SF 2. 1,165 DU	1. 40 trips/KSF 2. 6 trips/DU	7,5600 trips Retail 6,990 trips Residential **14,550 trips Total**	Retail component could be screened out with a Market Study 10.8 VMT/Resident 57.2% of the regional average. Project is within VMT efficient area. Therefore, project is presumed to have a less than significant VMT impact	Consistent with the following: - GP/CP/Zoning - ALUCP (would have to meet CNEL dB requirements) Potential Inconsistencies: -Future Development under new zone would be requird to comply with CAP Consistency Regulations. - Noise issues related to nearby sensitive receptors (deliveries, AC units, increased vehicle trips, etc.)	More than other land uses

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Area C is on a 4.46 acre parcel (194,278

	San Diego M		Environmental Considerations (does not include CEQA topic issues that would have similar impacts, such as ag, bio, cul, and mineral resources)									
17	Sundries, Pharm and Conv. Sales	P(5)	Similar to other land uses	More than other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	More than other land uses	More than other land uses	More than other land uses	Similar to other land uses	A 1,165-unit residential development project with 188,767 square feet of retail would have more intensive construction and operational impacts under some CEQA topic sections (e.g., aesthetics, AQ, GHG, and noise) because of its bulk, amount and duration of construction, and increased operational traffic volumes. It would also create a greater demand for public services and utilities because of the increased onsite population. A development project under this categor would have similar hydrology, geology, hazards, and wildfire impacts as those for other land uses because plans and policies to control these impacts would be similar for all building types. It should be noted that this assumes a rebuild of Areas A and B (which are recently developed with 658 du). A more realistic assumption would be the mix of uses on Area C only and no new development on Areas A and B.
18	Wearing Apparel & Acc.	P(5)	Similar to other land uses	More than other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	More than other land uses	More than other land uses	More than other land uses	Similar to other land uses	A 1,165-unit residential development project with 188,767 square feet of retail would have more intensive construction and operational impacts under some CEQA topic sections (e.g., aesthetics, AQ, GHG, and noise) because of its bulk, amount and duration of construction, and increased operational traffic volumes. It would also create a greater demand for public services and utilities because of the increased onsite population. A development project under this categor would have similar hydrology, geology, hazards, and wildfire impacts as those for other land uses because plans and policies to control these impacts would be similar for all building types. It should be noted that this assumes a rebuild of Areas A and B (which are recently developed with 658 du). A more realistic assumption would be the mix of uses on Area C only and no new development on Areas A and B.
19	*Commercial Services:*											
20	Business Support	P(5)	More than other land uses	More than other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	More than other land uses	More than other land uses	More than other land uses	Similar to other land uses	A 1,165-unit residential development project with 188,767 square feet of retail would have more intensive construction and operational impacts under some CEQA topic sections (e.g., aesthetics, AQ, GHG, and noise) because of its bulk, amount and duration of construction, and increased operational traffic volumes. It would also create a greater demand for public services and utilities because of the increased onsite population. A development project under this categor would have similar hydrology, geology, hazards, and wildfire impacts as those for other land uses because plans and policies to control these impacts would be similar for all building types. It should be noted that this assumes a rebuild of Areas A and B (which are recently developed with 658 du). A more realistic assumption would be the mix of uses on Area C only and no new development on Areas A and B.
21	Eating & Drink Est.	P(5)	More than other land uses	More than other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	More than other land uses	More than other land uses	More than other land uses	Similar to other land uses	Three multi-family residential development projects with 6,000 square feet of restaurant space would have more intensive construction and operational impacts under some CEQA topic sections (e.g., aesthetics, AQ, GHG, and noise) because of its bulk, amount and duration of construction, and increased operational traffic volumes. It would also create a greater demand for public services and utilities because of the increased onsite population. A development project under this categor would have similar hydrology, geology, hazards, and wildfire impacts as those for other land uses because plans and policies to control these impacts would be similar for all building types.
22	Instructional Studios	P(5)	More than other land uses	More than other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	More than other land uses	More than other land uses	More than other land uses	Similar to other land uses	A 1,165-unit residential development project with 188,767 square feet of retail would have more intensive construction and operational impacts under some CEQA topic sections (e.g., aesthetics, AQ, GHG, and noise) because of its bulk, amount and duration of construction, and increased operational traffic volumes. It would also create a greater demand for public services and utilities because of the increased onsite population. A development project under this categor would have similar hydrology, geology, hazards, and wildfire impacts as those for other land uses because plans and policies to control these impacts would be similar for all building types. It should be noted that this assumes a rebuild of Areas A and B (which are recently developed with 658 du). A more realistic assumption would be the mix of uses on Area C only and no new development on Areas A and B.

POST POINT COMMUNITY PLAN AMENDMENT/REZONE LAND USE AND ZONING PERMITTED USE CHANGES AND ENVIRONMENTAL CONSIDERATIONS

April 14, 2026

Project is a total of 16.05 acres (699,138 sf)
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Area C is on a 4.46 acre parcel (194,278 s.f.) currently vacant with demolished to foundation USPS Distribution Center

Proposed CPA/Rezone to RM3-9, Residential- High Land Use
Maximum FAR: 2.7
Minimum lot size: 7,000 sf
Minimum unit size: 600 sf living space
Density: RM-3-9 Zone: (1 unit per 600 sf lot area); Residential-High Land Use Designation (45-73 du/acre)

Current zoning: CO-3-1, Busines Park - Residential Permitted Land Use
Max. FAR: 2.0 wth 1.0 bonus for multi-family
Mix FAR: 1.0 for residential
Min lot size: 5,000
Density: CO-3-1 zone: (1 unit per 1000 sf lot area);
Density: Business Park - Residential Permitted (0-44 du/ac)

	San Diego Municipal Code			Fire Lane on area C for access between area a and B = 4,500 s.f.	Assumptions		Traffic Assumptions						
23	Personal Services	P(5)	- medical offices can have no overnight patients - only allowed as part of a mixed-use component; commercial to be on ground floor only - max 10% of gfa of building is allowed for commercial - eating and drinking establishments not to exceed 2,000 sf - must face a primary street enclosed in the building - hours of operation 6 a.m. to 10 p.m. except eating and drinking (6 a.m. to 12:00 a.m.)	Compatible	Project at 16.05 acres = max gfa of 1,887,673 s.f. 10% gfa restriction on Use to 188,767 s.f. Remaining 90% (1,698,906 sf) would be MF residential Rezone designation RM-3-9 maximum dwelling units = 1,165 (1 du/600 s.f. of lot) (Assuming a rebuild of Areas A and B) Retail component: 188,767 sf Residential component: 1,165 units	Somewhat likely as portion of site	1. Retail component =Specialty Retail/Strip Commercial 2. Residentail Componenet = MDU: Over 20 DU/Acre	1. 188,767 SF 2. 1,165 DU	1. 40 trips/KSF 2. 6 trips/DU	7,5600 trips Retail 6,990 trips Residential **14,550 trips Total**	Retail component could be screened out with a Market Study 10.8 VMT/Resident 57.2% of the regional average. Project is within VMT efficient area. Therefore, project is presumed to have a less than significant VMT impact	Consistent with the following: - GP/CP/Zoning - ALUCP (would have to meet CNEL dB requirements) Potential Inconsistencies: - CAP Checklist (depends on provision of CAP Stategy 3 items) - Noise issues related to nearby sensitive receptors (deliveries, AC units, increased vehicle trips, etc.)	More than other land uses
24	*Separately Reg Commercial Services:*												
25	Mobile Food Trucks	L(7)	For private property, mobile food trucks shall not occupy more 25% of the area of the premises [SDMC 141.0612(d)(4)] a mobile food truck requires a minimum paved area of 35 feet by 15 feet **(minimum 525 sf)** in dimension and at least 70 feet by 15 feet for mobile food trucks greater than 27 feet in length (SDMC Section SDMC 141.0612 (d)(5)(B))	Compatible ("Eating/Drinking Establishment")	Mobile Food Trucks in an RM zone would be an accessory (ancillary) use to a primary residential use, and would only be allowed to occupy, at most, 25% of the premises. The mobile food trucks would not be allowed to be stored there, as vehicle storage is not permitted in the proposed zone.	Allowed occassionally, with written consent from the property owner or an authorized leasing office. Any deviations from SDMC 141.0612 will require a Neighborhood Use Permit	-		No City provided rate for this use-type. Use-specific trip rates could be developed as needed.	NA	N/A	Consistent with the following: - GP/CP/Zoning - ALUCP (would have to meet CNEL dB requirements) Future Development under new zone would be required to comply with CAP Consistency Regulations.	Similar to other land uses
26	*Offices:*												
27	Business & Professional	P(5)	- medical offices can have no overnight patients - only allowed as part of a mixed-use component; commercial to be on ground floor only - max 10% of gfa of building is allowed for commercial - eating and drinking establishments not to exceed 2,000 sf - must face a primary street enclosed in the building - hours of operation 6 a.m. to 10 p.m. except eating and drinking (6 a.m. to 12:00 a.m.)	Compatible	Project at 16.05 acres = max gfa of 1,887,673 s.f. 10% gfa restriction on Use to 188,767 s.f. Remaining 90% (1,698,906 sf) would be MF residential Rezone designation RM-3-9 maximum dwelling units = 1,165 (1 du/600 s.f. of lot) (Assuming a rebuild of Areas A and B) Retail component: 188,767 sf Residential component: 1,165 units	Somewhat likely as portion of site	1. Retail component = Commercial Office 2. Residentail Componenet = MDU: Over 20 DU/Acre	1. 188,767 SF 2. 1,165 DU	1. Ln(T)=0.756 Ln(x) + 3.95 2. 6 trips/DU	2,729 trips Retail 6,990 trips Residential **9,719 trips Total**	20.4 VMT/Employee; 107.7% of the regional average. Site is not within VMT efficient area. Therefore, the commercial component is not screened out and therefore may result in a significant transportation VMT impact. 10.8 VMT/Resident; 57.2% of the regional average. Site is within VMT efficient area. Therefore, residential component is presumed to have a less than significant VMT impact	Consistent with the following: - GP/CP/Zoning - ALUCP (would have to meet CNEL dB requirements) Potential Inconsistencies: - Future Development under new zone would be required to comply with CAP Consistency Regulations. - Noise issues related to nearby sensitive receptors (deliveries, AC units, increased vehicle trips, etc.)	More than other land uses
28	Medical, Dental, Health Pract	P(5)	- medical offices can have no overnight patients - only allowed as part of a mixed-use component; commercial to be on ground floor only - max 10% of gfa of building is allowed for commercial - eating and drinking establishments not to exceed 2,000 sf - must face a primary street enclosed in the building - hours of operation 6 a.m. to 10 p.m. except eating and drinking (6 a.m. to 12:00 a.m.)	Not compatible ("Medical Care – Out-Patient Surgery Center")	Project at 16.05 acres = max gfa of 1,887,673 s.f. 10% gfa restriction on Use to 188,767 s.f. Remaining 90% (1,698,906 sf) would be MF residential Rezone designation RM-3-9 maximum dwelling units = 1,165 (1 du/600 s.f. of lot) (Assuming a rebuild of Areas A and B) Retail component: 188,767 sf Residential component: 1,165 units	Not likely; would require an override from ALUC	1. Retail component =Medical Office 2. Residentail Componenet = MDU: Over 20 DU/Acre	1. 188,767 SF 2. 1,165 DU	1. 50 trips/KSF 2. 6 trips/DU	9,450 trips Retail 6,990 trips Residential **16,440 trips Total**	20.4 VMT/Employee; 107.7% of the regional average. Site is not within VMT efficient area. Therefore, the commercial component is not screened out and therefore may result in a significant transportation VMT impact. 10.8 VMT/Resident; 57.2% of the regional average. Site is within VMT efficient area. Therefore, residential component is presumed to have a less than significant VMT impact	Consistent with the following: - GP/CP/Zoning - ALUCP (would have to meet CNEL dB requirements) Potential Inconsistencies: -Future Development under new zone would be required to comply with CAP Consistency Regulations. - Noise issues related to nearby sensitive receptors (deliveries, AC units, increased vehicle trips, etc.)	More than other land uses

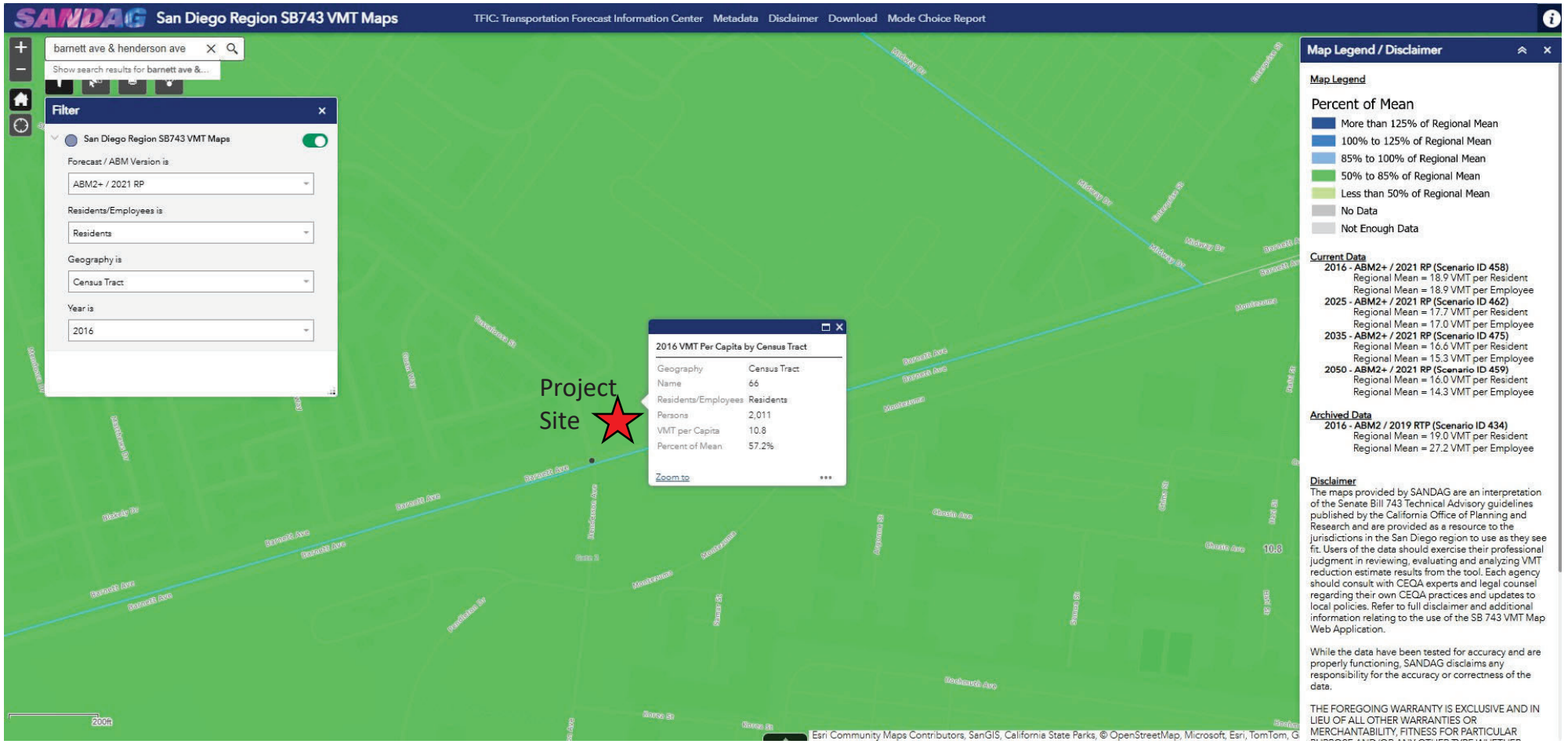
POST PC

Project is a total of 16.05 acres (699,138
Area A on an 7.12 acre parcel (310,148 s
Area B on an 4.47 acre parcel (94,713 s.
Area C is on a 4.46 acre parcel (194,278

	San Diego M		Environmental Considerations (does not include CEQA topic issues that would have similar impacts, such as ag, bio, cul, and mineral resources)									
23	Personal Services	P(5)	More than other land uses	More than other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	More than other land uses	More than other land uses	More than other land uses	Similar to other land uses	A 1,165-unit residential development project with 188,767 square feet of retail would have more intensive construction and operational impacts under some CEQA topic sections (e.g., aesthetics, AQ, GHG, and noise) because of its bulk, amount and duration of construction, and increased operational traffic volumes. It would also create a greater demand for public services and utilities because of the increased onsite population. A development project under this categor would have similar hydrology, geology, hazards, and wildfire impacts as those for other land uses because plans and policies to control these impacts would be similar for all building types. It should be noted that this assumes a rebuild of Areas A and B (which are recently developed with 658 du). A more realistic assumption would be the mix of uses on Area C only and no new development on Areas A and B.
24	*Separately Reg Commercial Services:*											
25	Mobile Food Trucks	L(7)	Similar to other land uses	Similar to other land uses	Less than other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	Less than other land uses	Less than other land uses	Less than other land uses	The occasional use of mobile food trucks as an ancillary use on the project site would introduce additional structures to the project site, they would be temporary uses and would have similar or reduced bulk when compared to permanent on-site land uses. Mobile food trucks could introduce additional air quality pollutants and GHG emissions to the project site. These contributions would be temporary, however, and they are not anticipated to cause any substantial increases in impact levels as compared to other land uses. Similarly, the use of food trucks onsite would contribute potential water quality contaminants, such as cooking and/or mechanical oil, that could affect surface run-off. However, the contributions are anticipated to be limited and temporary, and any future development of the project site is required to comply with stormwater regulations and best management practices to reduce the impacts of water quality contaminants. Hydrological impacts would be similar to those of other land uses. Because mobile food trucks would not require subterranean development, there wouldn't be the potential for geological impacts. Hazards impacts would be considered similar as with other land uses because mobile food trucks would not introduce hazardous materials other than typical household chemicals to the project site. Mobile food trucks could introduce new noise sources to the project site on a contemporary basis, but it isn't anticipated that these noise levels would cause substantial contributions over the existing and future traffic noise in the area. For wildfire impacts (specifically public health and safety related to the evac plan) would be similar as with other land uses because the food trucks would be contained within the premises and would not block public rights-of-way. Finally, the demand for public services and utilities would be lessened because this type of project would not include a residential component nor would it require connections to existing utility systems.
26	*Offices:*											
27	Business & Professional	P(5)	More than other land uses	More than other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	More than other land uses	More than other land uses	More than other land uses	Similar to other land uses	A 1,165-unit residential development project with 188,767 square feet of office would have more intensive construction and operational impacts under some CEQA topic sections (e.g., aesthetics, AQ, GHG, and noise) because of its bulk, amount and duration of construction, and increased operational traffic volumes. It would also create a greater demand for public services and utilities because of the increased onsite population. A development project under this categor would have similar hydrology, geology, hazards, and wildfire impacts as those for other land uses because plans and policies to control these impacts would be similar for all building types. It should be noted that this assumes a rebuild of Areas A and B (which are recently developed with 658 du). A more realistic assumption would be the mix of uses on Area C only and no new development on Areas A and B.
28	Medical, Dental, Health Pract	P(5)	More than other land uses	More than other land uses	Similar to other land uses	Similar to other land uses	Similar to other land uses	More than other land uses	More than other land uses	More than other land uses	Similar to other land uses	A 1,165-unit residential development project with 188,767 square feet of office would have more intensive construction and operational impacts under some CEQA topic sections (e.g., aesthetics, AQ, GHG, and noise) because of its bulk, amount and duration of construction, and increased operational traffic volumes. It would also create a greater demand for public services and utilities because of the increased onsite population. A development project under this categor would have similar hydrology, geology, hazards, and wildfire impacts as those for other land uses because plans and policies to control these impacts would be similar for all building types. It should be noted that this assumes a rebuild of Areas A and B (which are recently developed with 658 du). A more realistic assumption would be the mix of uses on Area C only and no new development on Areas A and B.

ATTACHMENT B

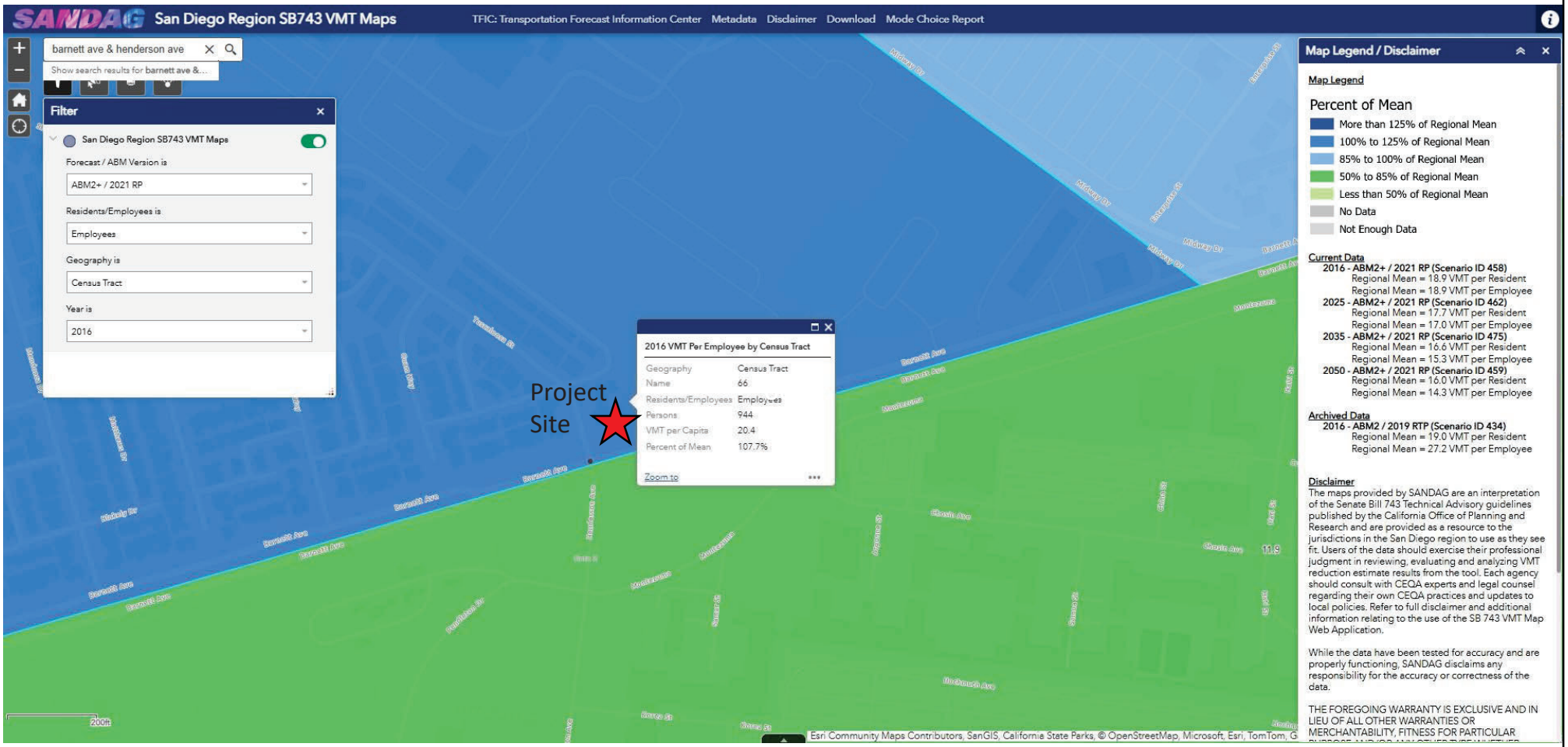
SANDAG YEAR 2016 ABM2+ SCREENING MAPS



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Attachment B

SANDAG YEAR 2016 ABM2+ SCREENING MAP (RESIDENTS)



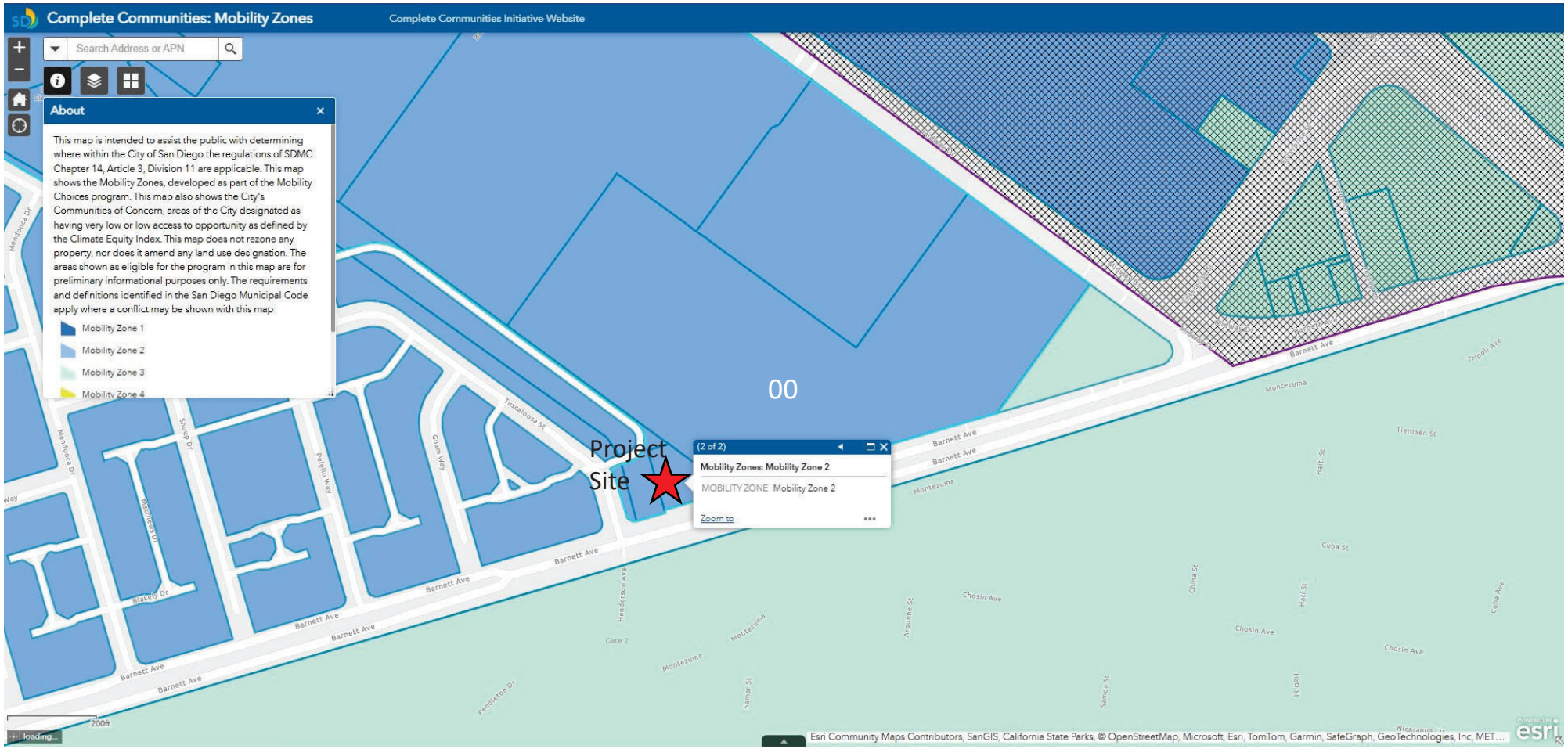
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Attachment B

SANDAG YEAR 2016 ABM2+ SCREENING MAP (EMPLOYEES)

ATTACHMENT C

CITY'S COMPLETE COMMUNITIES: MOBILITY ZONES INTERACTIVE MAP



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Attachment C

CITY'S COMPLETE COMMUNITIES: MOBILITY ZONES INTERACTIVE MAP