THE CITY OF SAN DIEGO

Report to the Planning Commission

DATE ISSUED: November 9, 2026 REPORT NO. PC-26-035

HEARING DATE: November 19, 2026

SUBJECT: POST POINT, Process Five Decision

PROJECT NUMBER: PRJ-1124273

REFERENCE: Midway-Pacific Highway Community Plan Initiation - Post Point

OWNER/APPLICANT: CSHV Post Pointe, LLC and HV/CAL I Midway Owner, LLC

SUMMARY

Issue: Should the Planning Commission recommend the City Council approve an amendment to the General Plan and Midway-Pacific Highway Community Plan to redesignate a 16.05-acre site from Business Park – Residential Permitted (0-44 dwelling units per acre (du/ac)) to Residential-High (45-73 du/ac) and a rezone from Commercial Office (CO-3-1) to Residential–Multiple Unit (RM-3-9) located at 3250 Barnett Avenue, 3280 Barnett Avenue, and 2535 Midway Drive within the Midway-Pacific Highway Community Plan area?

Proposed Actions:

1. Recommend the City Council ADOPT Addendum No. 1124273 to Revised Final Program Environmental Impact Report (Revised Final PEIR) No. 561546/SCH No. 2015111013; and
2. Recommend the City Council ADOPT an Amendment to the General Plan and Midway-Pacific Highway Community Plan (PMT-3322626); and
3. Recommend the City Council ADOPT Rezone No. PMT-3322627.

Fiscal Considerations:
None. All costs associated with this action are recovered through a deposit account funded by the applicant.

Code Enforcement Impact:
None. There are no pending code enforcement actions for this site.

Housing Impact Statement:
The proposed community plan amendment would redesignate the 16.05-acre project site from Business Park-Residential Permitted (0-44 du/ac) to Residential High (45-73 du/ac). The proposed

amendment would increase the community plan capacity for the project site from 706 to 1,172 homes, which would result in an increase in capacity of 466 homes. Three of the four parcels within the project site were recently developed with 658 homes. While no development or new construction is proposed with this action, the project site could be developed with 514 homes (net) when subtracting the existing number of 658 homes from the proposed increase in capacity (1,172 homes).

According to the San Diego Housing Commission, there are 517 deed-restricted affordable homes in the Midway Pacific Highway Community Plan area as of July 2026, representing almost 19 percent of the community's total homes, compared with 5 percent citywide. The proposed amendment would provide the opportunity for additional homes to help address the Citywide housing crisis. The project site was not identified for residential development in the General Plan Housing Element 2021–2029 Adequate Sites Inventory Report. The project site is located within a census tract designated as a Low Resource Opportunity Area by the California Tax Credit Allocation Committee's (CTCAC) 2026 Opportunity and Neighborhood Change Map.

Community Planning Group Recommendation:
On February 19, 2025, the Midway-Pacific Highway Community Planning Group voted 9-0-0 to recommend approval of the proposed community plan amendment and rezone, on the condition that the applicant return to the community planning group with major project milestones or changes (Attachment #8).

Environmental Impact:
Addendum No. 1124273 to Revised Final Program Environmental Impact Report (Revised Final PEIR) No. 561546/SCH No. 2015111013 was prepared pursuant to the California Environmental Quality Act (CEQA) Statute and Guidelines consistent with CEQA Guidelines sections 15164 and 15168.

BACKGROUND

Location:
The 16.05-acre project site is located at 3250 Barnett Avenue, 3280 Barnett Avenue, and 2535 Midway Drive. The project site comprises four parcels (Attachment #1). The site is the location of the former United States (U.S.) Postal Service Distribution Center, which closed in 2012. Three of the four parcels within the project site were recently developed with 658 homes.

- APN: 450-480-15-00 and 450-480-16-00 were developed in 2023 with a 3-story, 405-dwelling-unit residential building (Bevel Apartments) located at 3250 Barnett Avenue on 7.12 acres.
- APN: 450-480-17-00 was developed in 2024 with a 3-story, 253-dwelling-unit residential building (Bowen Apartments) located at 3280 Barnett Avenue on 4.47 acres.
- APN: 450-480-13-00 contains building foundations from the demolished former U.S. Post Office Distribution Center located at 2535 Midway Drive on 4.46 acres.

General Plan and Community Plan:
The project site is located within the Dutch Flats Urban Village area of the Midway-Pacific Highway Community Plan. The General Plan designates the site for Multiple Use and the Community Plan Designates the site for Business Park – Residential use. The Community Plan envisions Dutch Flats as a vibrant, transit-supportive urban village that integrates high-density residential development with

employment-focused commercial and business park uses. It also identifies a location for a proposed park and linear parks.

Zoning:
The project site is currently zoned Commercial-Office (CO-3-1), which allows for a mix of office, commercial, and select residential uses. Any future development of the site would be subject to the regulations of the Coastal Height Limit Overlay Zone, which would limit structure height to 30 feet, and the Community Plan Implementation Overlay Zone – A, which would require the implementation of the linear park addressed in the Community Plan. Due to its proximity to Naval Air Station North Island and San Diego International Airport, future development would also be subject to the regulations of the Airport Land Use Compatibility Overlay Zone. Future residential development could utilize the Complete Communities Mobility Choices (Mobility Zone 2), and/or Complete Communities Housing Solutions (Coastal Zone Floor Area Ratio Tier 2.5) regulations.

Adjacent Uses:
The properties adjacent to the project site are (Attachments #1 and #2):

- Navy Regional Plant Equipment Office to the north;
- Military multifamily homes to the west;
- U.S. Post Office and a community commercial retail shopping center to the east; and
- Marine Corps Recruit Depot San Diego to the south.

Transit:
The project site is in a Transit Priority Area and is served by Metropolitan Transit Service (MTS) bus routes 10, 28, and 35 along Rosecrans Avenue and Pacific Highway. The Old Town Transit Center is less than a mile from the site and provides access to additional MTS bus routes, the San Diego Trolley, Coaster commuter rail, and Amtrak intercity rail.

Streets:
The project site faces Barnett Avenue and Midway Drive, which currently operate as 4-lane collectors with center left-turn lanes. The Midway - Pacific Highway Community Plan shows the future street classification for Barnett Avenue and Midway Drive as 4-lane Major Arterial streets.

Bicycle:
The Midway - Pacific Highway Community Plan proposes a Class I bicycle path along Midway Drive and a Class II bicycle lane on Barnett Avenue. Barnett Avenue has an existing Class II buffered bicycle lane.

Public Facilities:

- Schools: Multiple schools outside the Midway - Pacific Highway Community Plan area serve the area. Saint Charles Borromeo Academy High School (private) and Dewey Elementary School (public) are located approximately 0.6 miles west of the subject site in the Midway Pacific Highway Community Plan area, and High Tech Elementary/Middle/High School (charter) and Rock Academy Elementary/Middle/High School (private) are located approximately 1.3 miles south of the subject site in the Peninsula Community Plan area.

- Parks: The project site is located approximately one mile north of NTC Community Park. The Midway - Pacific Highway Community Plan identifies that a 3.7-acre Dutch Flats Green Neighborhood Park is on a majority of the project site with the following amenities: multi-purpose turf areas, picnic area, children's play area, comfort station, small multi-purpose courts, walkways, and landscaping. The Midway - Pacific Highway Community Plan also identifies an approximately 1-acre linear park on the project site.
- Library: The Point Loma/Hervey Library is approximately 2 miles west of the project site, and the Mission Hills Library is approximately 3.7 miles east of the project site and serves the Midway - Pacific Highway Community Plan area.
- Public Safety: The project site is served by the Police Department's Western Division Station. The nearest fire station is San Diego Fire Station No. 20, located approximately 1.9 miles west of the project site.

Housing and Population

As of 2025, the San Diego Association of Governments (SANDAG) estimated the Midway–Pacific Highway Community Plan area had a population of approximately 5,830 residents with an average of 2.64 persons per household. The community's housing stock consisted of 2,729 total homes, distributed as shown on Table 1. The area has experienced residential growth, adding 878 homes between 2010 and 2025, a 47 percent increase in the total number of homes over 15 years. Most of this growth came from the recent development of 658 homes on the project site.

Table 1: Total Number of Homes, Midway Pacific Highway Community Plan Area, 2025

Type of Homes	Number	Percent
Multifamily Homes	2,200	80%
Single-Family Attached Homes	524	19%
Single-Family Detached Homes	5	1%
Total	2,729	100%

DISCUSSION

Project Description:

The applicant is requesting an amendment to the Midway - Pacific Highway Community Plan to redesignate the 16.05-acre project site from the current Business Park – Residential Permitted (0-44 du/ac) land use designation to the Residential – High (45-73 du/ac) land use designation and a rezone from the Commercial Office Zone (CO-3-1) to the Residential–Multiple Unit Zone (RM-3-9). No development is proposed as part of the Midway - Pacific Highway Community Plan amendment and rezone.

Required Actions

The proposed project consists of the following Process Five actions:

- Land use plan amendment to the Midway-Pacific Highway Community Plan to redesignate the land use designation from Business Park – Residential Permitted (0-44 dwelling units per acre)

to Residential-High (45-73 dwelling units per acre) per San Diego Municipal Code (SDMC) Section 122.0105; and

- Rezone the site per SDMC Section 123.0102 from Office Commercial (CO-3-1) to Residential-Multiple Unit (RM-3-9) to allow residential development consistent with the proposed land use designation.

Community Plan Amendment:

The proposed Midway - Pacific Highway Community Plan amendment would revise the Land Use Map (Figure 2-1) and the Dutch Flats Urban Village Map (Figure 2-5) to redesignate the land use designation for the project site from Business Park – Residential Permitted (0-44 du/ac) to Residential-High (45-73 du/ac). The proposed redesignation would result in an increase in the potential for additional homes, as shown in Table 2.

- *Existing*: The 16.05-acre (699,138-square-foot) site is currently designated Business Park – Residential Permitted, which allows up to 44 du/ac. The existing Business Park – Residential Permitted designation would allow up to 706 homes on the project site.
- *Proposed*: The proposed redesignation to Residential-High would allow up to 73 du/ac. The proposed Residential-High designation would allow up to 1,172 homes on the project site.
- *Difference*: The difference between the existing Business Park – Residential Permitted designation and the proposed Residential-High designation would result in a net increase of 466 homes.

Table 2: Potential Maximum Development Comparison between Existing and Proposed Land Use Designations

Designation	Residential (Homes)
Proposed (Residential-High)	1,172
Existing (Business Park – Residential Permitted)	706
Difference	466

The amendment would also revise the Dutch Flats Urban Village Map (Figure 2-5), Urban Design Framework Map (Figure 4-1), and the Park and Recreation Facilities Map (Figure 7-1) to adjust the conceptual location of the proposed Dutch Flats Urban Green (neighborhood park). The Community Plan originally identified a portion of the Dutch Flats Urban Green within the project site, which was developed with 658 homes. The amendment would relocate the remaining 0.6-acre portion of the Dutch Flats Urban Green to the northwestern side of the project site so that it would be accessible from Midway Drive. The parks and recreation facilities table (Table 7-1) would be updated to reflect this change. The potential development table (Table 2-2) would also be revised to reflect the net increase of the potential 466 homes and 1,060 people. For the purpose of calculating the future population, it has been assumed a future 2.56 people per household and an 89.1 percent occupancy rate from SANDAG's Regional Growth Forecast (Series 14).

General Plan Amendment:
Because community plans are a part of the Land Use Element of the General Plan, the proposed amendment to the Midway - Pacific Highway Community Plan is also an amendment to the General Plan. The proposed Midway - Pacific Highway Community Plan Amendment redesignates the project site from Business Park – Residential Permitted to a residential land use designation. While this changes the use of the site, the site remains an integral component of the broader Dutch Flats Urban Village. Consistent with General Plan Policy LU-A.1(b), village areas can co-locate high-density residential development with nearby employment and commercial uses. Since the proposed residential land use would continue to support a balanced employment and residential mix within the Dutch Flats Urban Village, the Midway - Pacific Highway Community Plan amendment remains consistent with the General Plan's Multiple Use land use designation for the site. Accordingly, the Multiple Use designation in the General Plan is still applicable for the site, and no revisions to General Plan figures, maps, or tables are proposed.

Rezone:
The proposed rezone would result in an increase in the potential for additional homes and a decrease in the amount of non-residential floor area, as shown in Table 3.

- *Existing*: The 699,138-square-foot site is currently zoned Commercial–Office (CO-3-1), which allows residential development of 1 dwelling unit per 1,000 square feet and a floor area ratio of 2.0 as part of a pedestrian-oriented business park development. The existing CO-3-1 zone would allow up to 699 homes and 1,398,276 square feet of non-residential floor area on the project site.
- *Proposed*: The proposed rezone to RM-3-9 would allow 1 dwelling unit per 600 square feet and a floor area ratio of 2.0. The zone does allow up to 10 percent of the total floor area for commercial use. The proposed RM-3-9 zone would allow up to 1,165 homes and 188,767 square feet of non-residential floor area on the project site.
- *Difference*: The difference between the existing CO-3-1 and the proposed RM-3-9 zones would result in a net increase of 466 homes and a net decrease of 1,209,509 square feet of non-residential floor area. Any future development project on the site would be required to comply with applicable City regulations in effect when a permit application was submitted to the City.

Table 3: Potential Maximum Development Comparison between Existing and Proposed Zones

Zone	Residential (Homes)	Non-Residential (Square Feet)
Proposed (RM-3-9)	1,165	188,767
Existing (CO-3-1)	699	1,398,276
Difference	466	*-1,209,509*

The difference between the Community Plan land use designation (Table 2) and the base zone residential density (Table 3) results from differing methods for calculating residential yield:

- *Community Plan*: Expresses maximum density broadly as an overall yield ratio of dwelling units per acre to establish long-range land use residential capacity.

- *Base Zone / Land Development Code*: Establishes maximum density on a parcel-specific basis by requiring a minimum square footage of lot area per dwelling unit.

While mathematically convertible (43,560 square feet per acre), the Land Development Code's square-foot threshold establishes precise site capacity, rounding rules, and maximum dwelling unit yields during development review. However, the difference between the existing and proposed designations and zones is 466 homes, as shown in both Table 2 and Table 3.

Climate Action Plan

The proposed project would be consistent with Climate Action Plan Strategy 3: Mobility & Land Use. The Climate Action Plan includes measures to achieve the City's greenhouse gas reduction goals. Specifically, the project aligns with Measure 3.5, which calls for new developments in Transit Priority Areas where residents have convenient access to walking, bicycling, and transit options to help meet the City's climate goals.

General Plan/Community Plan Consistency Analysis:

The General Plan establishes the long-term citywide vision, goals, and policies for development. The community would benefit directly from an increased and diversified housing supply. Community plans are an integral part of the General Plan and provide refined community-specific policies. The proposed project would provide the opportunity for workforce housing on this underutilized commercial site in proximity to transit service, which would provide transit access to regional jobs and educational centers, which would help to meet Citywide housing, climate, and equity goals in the General Plan. As addressed in the General Plan Land Use Element, due to the limited availability of developable vacant land, infill and redevelopment must play an increasing role in providing homes and jobs to support the city's future growth. The proposed project would be consistent with the following goals and policies in the General Plan and Midway Pacific Highway Community Plan.

City of Villages Strategy

The City of Villages strategy calls for increasing homes and jobs in locations that are connected to the regional transit system and future transit investments. It is designed to transform auto-centric commercial areas into vibrant pedestrian-friendly centers. The proposed project is consistent with the General Plan's City of Villages strategy and the Climate Action Plan by focusing compact residential growth within an area designated with high village propensity, as shown on General Plan Figure LU-1, Village Climate Goal Propensity.

By increasing the opportunity for additional homes within a Transit Priority Area, the project would increase the housing supply and diversity near existing transit and commercial uses. As addressed in the General Plan Land Use Element, due to the limited availability of developable vacant land, infill and redevelopment must play an increasing role in providing homes and jobs to support the city's future growth. This location supports walkable, connected communities that encourage biking, walking, and transit use, directly advancing the City's climate and housing goals. The proposed project would help to implement the City of Villages strategy, which is an important component of the City's strategy to reduce local contributions to greenhouse gas emissions.

Housing

The proposed project would assist the City in meeting housing goals addressed in the Housing Element by providing new housing on an underutilized site near transit. Future residential

development on the remaining portion of the site would support Housing Element policy HE-C.3 by providing access to regional employment and education centers and Housing Element policy HE–O.2 by encouraging new housing that further supports transit use and environmentally sustainable patterns of movement. The Midway - Pacific Highway Community Plan amendment would help to affirmatively further fair housing by providing additional opportunities for homes in a location with access to transit, jobs, and services, which aligns with the General Plan's and Housing Element goals for sustainable and equitable growth.

Mobility
A primary strategy of the General Plan is to reduce dependence on automobiles in order to achieve increasing mobility, reducing greenhouse gas emissions, and fostering compact development and a more walkable and bikeable city. The project would be consistent with the Climate Action Plan Measure 3.5, which calls for new developments in Transit Priority Areas where residents can walk, bike, and take transit to help meet City climate goals.

Although no development or new construction is associated with the project site, the proposed amendment would allow for future development of new homes and focus growth in an area located less than one mile from the Old Town Transit Center, which also provides access to the San Diego Trolley and Coaster Commuter Trail. The site is also served by Metropolitan Transit System (MTS) Bus Routes 10, 28, and 35. By increasing the opportunity for additional homes within a Transit Priority Area, the project would increase the housing supply and diversity near existing transit and commercial uses.

Public Facilities
The General Plan establishes the overarching policy framework ensuring that growth pays its fair share toward maintaining and expanding public facilities. Any future development would be required to pay school impact fees to the San Diego Unified School District and development impact fees to the City before the issuance of construction permits to contribute to funding public facility improvements, which is consistent with the General Plan Public Facilities, Services, and Safety Element Policy PF-B.9.

Community Plan
The proposed Midway - Pacific Highway Community Plan Amendment to increase housing opportunities within a Transit Priority Area with the following Community Plan land use goals:

- *Vibrant, Balanced, and Pedestrian-Oriented Community*: By increasing the residential density potential on the 16.05-acre site served by transit, the project would provide the opportunity for people to live near retail and employment uses to help support fostering a lively and walkable neighborhood.
- *Special Districts and Villages*: The transition to a higher-intensity residential designation enhances the vibrancy of the area, reinforcing the concept of transit-oriented villages that encourage concentrated growth and activity.
- *Compatible Mix of Land Uses Supporting Active Transportation*: Locating additional opportunities for homes within a Transit Priority Area aligns land use directly with multi-modal transit corridors, encouraging walking, bicycling, and transit ridership over single-occupancy vehicle trips to promote a healthier environment.

- *Supportive Residential Uses*: The proposed residential designation complements surrounding economic and employment activities by providing much-needed options for homes near employment centers and transit service.
- *Variety of Housing Types*: Increasing the site's capacity to a higher residential density range would help to expand options for additional types of homes.

Environmental Analysis:

The project is within the scope of the analysis of the Revised Final PEIR, and there is no evidence that the project would require a major change to the Revised Final PEIR. The Project would not result in any new significant impacts, nor would there be a substantial increase in the severity of impacts from those described in the Revised Final PEIR. To fully address the potential environmental impacts of the project, and to support the conclusion that no new or more severe impacts would occur than what was previously identified, the project was analyzed based on the difference between what was previously evaluated under the Revised Final PEIR (i.e., what is allowed under the existing zone) and what would be ministerially allowed under the proposed zone, as shown in Table 2.

Based on a review of the current project, none of the situations described in CEQA Guidelines sections 15162, 15164, and 15168 apply, and preparing a new or subsequent environmental document is not required. No changes in circumstances have occurred, and no new information of substantial importance has emerged that would result in new significant or substantially increased adverse impacts beyond those described in the previously certified Revised Final PEIR.

Conclusion:

The proposed land use amendment and rezone would provide the opportunity for additional homes on the formerly developed site, consistent with General Plan and Midway - Pacific Highway Community Plan goals and policies. Three of the four parcels within the project site were recently developed with 658 homes. While no development or new construction is proposed with this action, the project site could be developed with 514 homes (net) when subtracting the existing number of 658 homes from the proposed increase in housing capacity (1,172 homes).

Staff has reviewed the applicant's response to the General/Community Plan Amendment issues (Attachment #5) raised during the Initiation Hearing. Currently, the applicant is only proposing a change to the community plan's land use. Because most of the identified issues relate to a potential future development proposal, responses to these issues are limited to addressing the proposed land use change. All identified issues have been successfully resolved, and the project conforms to the adopted regulations of the Land Development Code. Any future development on the site would be required to comply with all applicable City regulations in effect at the time of a future project review.

Staff has provided draft resolutions and draft ordinances to support approval of the Project (Attachment #3, #6, and #7). Therefore, City staff recommends that the Planning Commission recommend that the City Council adopt Addendum No. 1124273 to Revised Final Program Environmental Impact Report No. 561546/SCH No. 2015111013, approve the General Plan and Midway - Pacific Highway Community Plan amendment, and rezone.

ALTERNATIVES

1. Recommend the City Council ADOPT the Addendum No. 1124273 to Revised Final Program Environmental Impact Report (Revised Final PEIR) No. 561546/SCH No. 2015111013, an Amendment to the General Plan and Midway-Pacific Highway Community Plan (PMT-3322626), and Rezone No. PMT-3322627, with modifications.

2. Recommend the City Council NOT ADOPT the Addendum No. 1124273 to Revised Final Program Environmental Impact Report (Revised Final PEIR) No. 561546/SCH No. 2015111013, an Amendment to the General Plan and Midway-Pacific Highway Community Plan (PMT-3322626), and Rezone No. PMT-3322627.

Respectfully submitted,

Michael Prinz
Assistant Deputy Director
Development Services Department

Oscar Galvez
Development Project Manager
Development Services Department

Tait Galloway
Deputy Director
City Planning Department

Megan Covarrubias
Senior Planner
City Planning Department

Attachments:

1. Aerial Photograph
2. Community Plan Land Use Map
3. Draft Environmental Resolution
4. Addendum No. 1124273 to Revised Final Program Environmental Impact Report No. 561546/SCH No. 2015111013
5. Applicant's Response to the General/Community Plan Amendment Issues
6. Draft General/Community Plan Amendment City Council Resolution with Midway-Pacific Highway Community Plan Amended Maps and Tables
7. Draft Rezone Ordinance with Rezone Map
8. Midway-Pacific Highway Community Planning Group Recommendation
9. Ownership Disclosure Statement



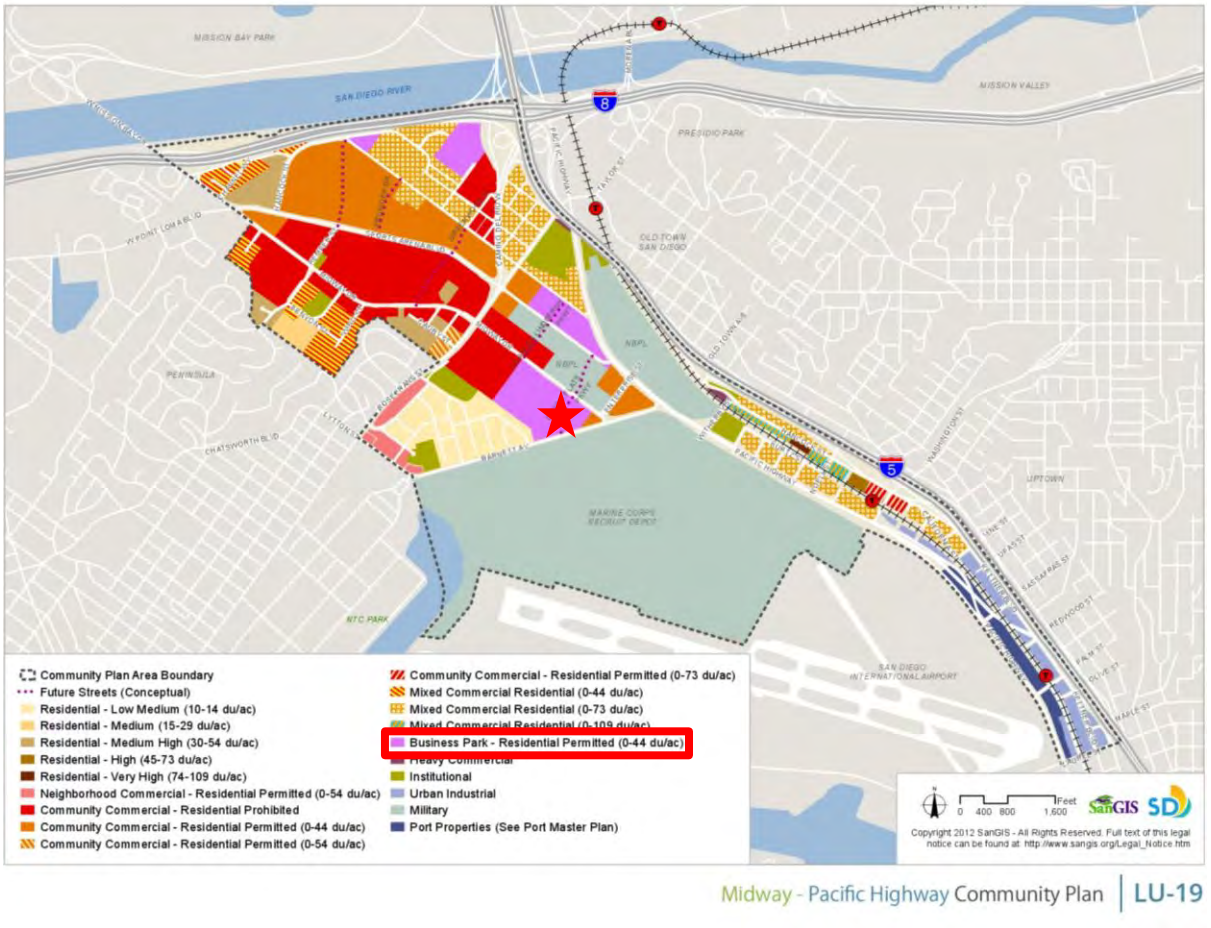
The City of SAN DIEGO

Aerial Photo

Post Point
Project No. PRJ-1124273

North

ATTACHMENT 2



The City of SAN DIEGO

Land Use Plan

Post Point
Project No. PRJ-1124273

North

RESOLUTION NUMBER R-_____

DATE OF FINAL PASSAGE _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO ADOPTING ADDENDUM NO. 1124273 TO REVISED FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT NO. 561546/SCH NO. 2015111013 FOR POST POINT GENERAL PLAN AND MIDWAY-PACIFIC HIGHWAY COMMUNITY PLAN AMENDMENT AND REZONE, PROJECT NO. 1124273.

RECITALS

The Council of the City of San Diego (Council) adopts this Resolution based on the following:

A. On September 17, 2018, the Council adopted San Diego Resolution R-311972 (Sept. 25, 2018) certifying Revised Final Program Environmental Impact Report No. 561546/SCH No. 2015111013 and adopting findings, a Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program for the comprehensive update to the Midway-Pacific Highway Community Plan , a copy of which is on file in the Office of the City Clerk in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code section 21000, *et seq*.), and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, section 15000, *et seq*.).

B. On November 12, 2024, CSHV Post Pointe, LLC and HV/CAL I Midway Owner, LLC, submitted an application to the Development Services Department to rezone a 16.05-acre site from Commercial-Office (CO-3-1) to Residential–Multiple Unit (RM-3-9) and requested a General Plan and Midway-Pacific Highway Community Plan amendment to redesignate the 16.05-acre site from Business Park – Residential Permitted (0–44 dwelling units per acre (du/ac)) to Residential – High (45–73 du/ac) (Project).

C. CEQA Guidelines section 15164 allows a lead agency to prepare an addendum to a previously certified environmental impact report if the addendum meets the requirements of CEQA.

D. On November 19, 2026, the Planning Commission of the City of San Diego considered the Addendum to the previously certified Revised Final Program Environmental Impact Report No. 561546/SCH No. 2015111013 (Addendum) and the Project, and voted to recommend Council adopt the Addendum and approve the Project.

E. The matter was set for a public hearing and heard by the Council on [DATE]. At the hearing, the Council considered the issues discussed in the Addendum prepared for the Project.

F. The Office of the City Attorney prepared this Resolution based on the information provided by City staff, including information provided by affected third parties and verified by City staff, with the understanding that this information is complete and accurate.

ACTION ITEMS

Be it resolved by the Council of the City of San Diego (Council):

1. The information contained in Revised Final Program Environmental Impact Report No. 561546/SCH No. 2015111013, and the Addendum, including comments received during the public review process, has been reviewed and considered by the Council in connection with the approval of the Project.

2. No substantial changes are proposed to the Project, and no substantial changes to the circumstances under which the Project is to be undertaken that would require major revisions in the Revised Final Program Environmental Impact Report No. 561546/SCH No. 2015111013 for the Project due to significant environmental effects or a substantial increase in the severity of previously identified environmental effects.

3. No new information of substantial importance has become available showing that the Project would have any significant effects not discussed previously in the Revised Final Program Environmental Impact Report No. 561546/SCH No. 2015111013 or that any significant effects previously examined will be substantially more severe than shown in the Revised Final Program Environmental Impact Report No. 561546/SCH No. 2015111013.

4. No new information of substantial importance has become available showing that mitigation measures or alternatives previously determined to infeasible are now feasible and would substantially reduce any significant effects, but which the Project proponents decline to adopt and there are no considerably different mitigation measures or alternatives not previously considered which would substantially reduce any significant effects, but that the Project proponents decline to adopt.

5. Under CEQA Guidelines section 15164, only minor technical changes or additions are necessary, and therefore, the Council adopts the Addendum to Revised Final Program Environmental Impact Report No. 561546/SCH No. 2015111013, a copy of which is on file with the City Clerk.

6. The Report and other documents constituting the record of proceedings upon which the approval is based are available to the public at the Office of the City Clerk.

7. The City Clerk is directed to file a Notice of Determination regarding the Project in accordance with CEQA with the San Diego County Clerk's Office and the State Clearinghouse in the Office of Land Use and Climate Innovation after final passage of O-_____ rezoning the site from the existing CO-3-1 Zone to the RM-3-9 Zone.

APPROVED: HEATHER FERBERT, City Attorney

By _____
Justin R. Bargar
Deputy City Attorney

DRAFT

JRB:nja
Month DD, YYYY
Or.Dept: DSD
CC No.: N/A
Doc. No. #######

I certify that the Council of the City of San Diego adopted this Resolution at a meeting held on _____.

DIANA J.S. FUENTES
City Clerk

By_____
Deputy City Clerk

Approved: _____ _____
(date) TODD GLORIA, Mayor

Vetoed: _____ _____
(date) TODD GLORIA, Mayor

DRAFT

ATTACHMENT 4

ADDENDUM

THE CITY OF SAN DIEGO

Project No. 1124273
Addendum to Revised Final PEIR No. 561546/SCH No. 2015111013

SUBJECT: **Post Point**: GENERAL PLAN and COMMUNITY PLAN AMENDMENT to redesignate the site from Business Park – Residential Permitted (0–44 dwelling units per acre (du/ac)) to Residential – High (45–73 du/ac) in the Midway-Pacific Highway Community Plan and a REZONE from Commercial-Office (CO-3-1) to Residential–Multiple Unit (RM-3-9). No development is proposed as part of this project. The 16.05-acre project site is located at 3250 and 3280 Barnett Avenue and 2535 Midway Drive, and designated Business Park – Residential and zoned Commercial-Office (CO-3-1) in the Midway-Pacific Highway Community Plan area. The project site is also located within the following overlay areas: Coastal Height Limitation Overlay Zone, Community Plan Implementation Overlay Zone - A, Transit Area Overlay Zone, Transit Priority Area, Parking Standards Transit Priority Area, Affordable Housing Parking Demand (High), Complete Communities Mobility Choices (Mobility Zone 2), Complete Communities Housing Solutions (Coastal Zone Floor Area Ratio Tier 2.5), Airport Land Use Compatibility Plan (ALUCP) for Naval Air Station (NAS) North Island and San Diego International Airport (SDIA), Airport Influence Areas Overlay Zone (SDIA- Review Area 1 and NAS North Island- Review Area 2), ALUCP Noise Contours, Overlay Zone [SDIA 60–65 A-weighted decibel (dBA) Community Noise Equivalent Level (CNEL) and SDIA 65–70 dBA CNEL], and the Federal Aviation Administration Part 77 Noticing Area. (LEGAL DESCRIPTION: Parcel 1 and 2 of Map No. 22202 filed November 21, 2025, and Parcel 1 of Map No. 21693 filed June 19, 2019. Assessor Parcel Number(s): 450-480-013, 450-480-015, 450-480-016, and 450-480-017.) APPLICANT: Fairfield Residential Holdings, LLC.

I. SUMMARY OF ORIGINAL PROJECT

In 2018, the Midway-Pacific Highway Community Plan (Community Plan) underwent a comprehensive update. The update required the following approvals: amendments to the General Plan, the Community Plan, and the City's certified Local Coastal Program; rezoning land to be consistent with the Midway-Pacific Highway Community Plan Update (CPU); and, an amendment to San Diego Municipal Code (SDMC) Chapter 13 Article 1 Division 5 (Commercial Base Zones), Chapter 13 Article 2 Division 9 (Residential Tandem Parking Overlay Zone), Chapter 13 Article 2 Division 14 (Community Plan Implementation Overlay Zone), and Chapter 14 Article 2 Division 5 (Parking Regulations).

The City, as the Lead Agency, prepared the Revised Final Program Environmental Impact Report (PEIR) No. 561546/SCH No. 2015111013 for the CPU. On September 17, 2018, the City Council adopted Resolution R-311972, certifying the PEIR, adopting California Environmental Quality Act (CEQA) Findings and a Statement of Overriding Considerations, and adopting a Mitigation Monitoring and Reporting Program.

Based on the analysis conducted, the PEIR concluded that the project would result in significant unmitigated impacts to the following issues: Transportation and Circulation (Traffic Circulation), Historical and Tribal Cultural Resources (Historical, Tribal Cultural, and Archaeological Resources), Noise (Ambient Noise, Vehicular Noise, and Construction-Related Vibration), and Paleontological Resources (Ministerial Projects). The following significant impacts would be mitigated to below a level of significance: Noise (Construction Noise – Discretionary Projects Only) and Paleontological Resources (Discretionary Projects Only). All other remaining issues were determined to be less than significant.

Future development within the CPU area requires subsequent approval through either a ministerial or discretionary process. As noted previously, a Mitigation Monitoring and Reporting Program was adopted and applies to projects subject to CEQA only.

The analysis provided herein is tiered from the PEIR and associated Findings of Fact and Statement of Overriding Consideration in accordance with CEQA Guidelines section 15152. Further, these documents are incorporated by reference pursuant to CEQA Guidelines section 15150. These documents are available at the City Clerk's Office, located at 202 C Street, Second Floor, San Diego, CA 92101.

II. SUMMARY OF PROPOSED PROJECT

The project includes a General Plan Amendment (GPA), a Community Plan Amendment (CPA) to redesignate 16.05 acres from Business Park – Residential Permitted (0–44 dwelling units per acre (du/ac)) to Residential – High (45–73 du/ac), and a rezone from Commercial-Office (CO-3-1) to Residential – Multiple Unit (RM-3-9) within the Community Plan. The project site is generally west of Interstate 5 (I-5), south of Rosecrans Street, and west of the intersection of Midway Drive and Barnett Avenue (Figures 1 and 2). Figures 3 and 4 depict the existing Community Plan land use designation and existing zoning, respectively. Figures 5 and 6 depict the proposed Community Plan land use designation and proposed zoning, respectively.

While no specific development is proposed, the proposed CPA and GPA would allow future development consistent with the proposed rezone. Table 1 provides an overview of the uses allowed ministerially under the RM-3-9 zone. Any future development that requires discretionary approval would be subject to additional analysis under CEQA.

Future development within the Community Plan area requires subsequent approval through either a ministerial or discretionary process. As noted previously, a Mitigation Monitoring and Reporting Program was adopted and applies only to projects that are subject to CEQA and tier from the certified PEIR.

Table 1 Potential Land Uses			
RM-3-9 Land Uses	Permit Code[1]	Development Notes[2]	Maximum Buildout Potential
Open Space			
Active Recreation	P	None	16.05 ac (699,138 sf)
Passive Recreation	P	None	16.05 ac
Natural Resources Preservation	P	None	16.05 ac
Residential			
Residential MDU	P	None	1 du/600 sf = 1,165 units
Rooming House	P	None	1 du/600 sf = 1,165 units
Shopkeeper Units	P	None	Reliant on how many commercial tenants as each commercial use can have a shopkeeper unit as defined in Chapter 11
Single Dwelling Units	P	None	1 sdu/lot = 3 sdu max
Employee Housing <6	L	None	1sdu/lot = 3 sdu max as employees must be housed within a single dwelling unit per Separately Regulated Uses for Employee Housing in Chapter 14
Garage, Yard, Estate Sale	L	Per 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: • Garage, yard, and estate sales are permitted only as an accessory use to a permitted dwelling unit. • The number of sales per premises shall not exceed three per year. • (c) Each sale shall not exceed two consecutive calendar days.	This is not a stand-alone use; it would only be permitted as part of a residential development. Assume up to six 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, six separate estate sales would likely be the greatest in size and generate the most traffic.
Movable Tiny Houses	L	Per 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	Assuming one Movable Tiny Home for every SDU = 3 3 SDU + 3 MTH = 6 residences

Table 1 Potential Land Uses			
RM-3-9 Land Uses	Permit Code[1]	Development Notes[2]	Maximum Buildout Potential
		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.	
Student Housing[3]	L	Student housing may be permitted in areas specifically designated as such in a land use plan. OR If not designated in a land use 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 Western Association of Schools and Colleges (WASC).	1 du/600 sf = 1,165 units
Retail			
Food, Beverages, and Groceries	P	• Medical, dental, and health practitioner offices that do not allow overnight patients are permitted. • Use is permitted only in a mixed-use development where the density complies with the applicable land use plan. • Use shall be located only on the ground floor of a mixed-use development. • A maximum of 10 percent of the total gross floor area of all buildings on the premises may be used for commercial uses subject to the following:	10 percent of GFA = 188,767 sf Remaining 90 percent would be residential
Sundries, Pharmacies, and Convenience Sales	P		10 percent of GFA = 188,767 sf Remaining 90 percent would be residential
Wearing Apparel and Accessories	P		10 percent of GFA = 188,767 sf Remaining 90 percent would be residential

Table 1 Potential Land Uses			
RM-3-9 Land Uses	Permit Code[1]	Development Notes[2]	Maximum Buildout Potential
		- Eating and drinking establishments shall not exceed 2,000 square feet - All uses or activities shall be conducted entirely within an enclosed building and front onto the primary street. No uses or activities shall be conducted outdoors in the rear yard.	
Commercial Services			
Business Support	P	• Medical, dental, and health practitioner offices that do not allow overnight patients are permitted. • Use is permitted only in a mixed-use development where the density complies with the applicable land use plan. • Use shall be located only on the ground floor of a mixed-use development. • A maximum of 10 percent of the total gross floor area of all buildings on the premises may be used for commercial uses subject to the following: - Eating and drinking establishments shall not exceed 2,000 square feet - All uses or activities shall be conducted entirely within an enclosed building and front onto the primary street. No uses or activities shall be conducted outdoors in the rear yard.	10 percent of GFA = 188,767 sf Remaining 90 percent would be residential
Eating & Drinking Establishment	P		10 percent of GFA = 188,767 sf Remaining 90 percent would be residential
Instructional Studios	P		10 percent of GFA = 188,767 sf Remaining 90 percent would be residential
Personal Services	P		10 percent of GFA = 188,767 sf Remaining 90 percent would be residential
Separately Regulated Commercial Services			
Mobile Food Trucks	P	For private property, mobile food trucks shall not occupy more 25percent 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)).	331 trucks

Table 1 Potential Land Uses			
RM-3-9 Land Uses	Permit Code[1]	Development Notes[2]	Maximum Buildout Potential
Offices			
Business and Professional	P	None	10 percent of GFA = 188,767 sf Remaining 90 percent would be residential
Medical, Dental, and Health Practice	P	None	10 percent of GFA = 188,767 sf Remaining 90 percent would be residential

sf = square feet
Source: Section 131.0707 of the San Diego Municipal Code
Notes:
[1] L = limited use; P = permitted use.
[2] Footnotes from Table 131-07A in Section 131.0707 of the San Diego Municipal Code
[3] The nearest WASC-accredited university is Point Loma Nazarene University (1.13 miles away). As this is close to a mile, it can be assumed that the site could be used for student housing.

III. ENVIRONMENTAL SETTING

The 16.05-acre project site is west of I-5, south of Interstate 8 (I-8), and north of the San Diego International Airport (Figures 1 and 2). Midway Drive borders the project site on the northeast, Barnett Avenue on the southeast, residential land uses on the southwest, and business park land uses on the northwest.

The site's land use designation is Business Park – Residential Permitted in the Community Plan (see Figure 3), designated as Mixed Use in the General Plan, and zoned Commercial Office (CO-3-1; see Figure 4). The site is also within the following overlay zones: Coastal Height Limitation Overlay Zone, Community Plan Implementation Overlay Zone - A, Transit Area Overlay Zone, Transit Priority Area, Parking Standards Transit Priority Area, Affordable Housing Parking Demand (High), Complete Communities Mobility Choices (Mobility Zone 2), Complete Communities Housing Solutions (Coastal Zone Floor Area Ratio Tier 2.5), Airport Land Use Compatibility Plan (ALUCP) for Naval Air Station (NAS) North Island and San Diego International Airport (SDIA), Airport Influence Areas (AIA) Overlay Zone (SDIA- Review Area 1 and NAS North Island- Review Area 2), ALUCP Noise Contours, Overlay Zone [SDIA 60–65 A-weighted decibel (dBA) Community Noise Equivalent Level (CNEL) and SDIA 65–70 dBA CNEL], and the Federal Aviation Administration Part 77 Noticing Area.

The project site consists of three legal parcels. Two of the parcels, approximately 11.59 acres of the site, are developed with multi-family residential structures consisting of 405 units (the Bevel Apartments) and 253 units (the Bowen Apartments). Each development includes pools, shared courtyard spaces, and landscaping. The remaining 4.46 acres contain a foundation, paved areas and minimal landscaping. A shared Access Agreement, recorded in the County of San Diego as Document Number 2021-0631207, provides access for the existing development via a shared driveway from Barnett Avenue, and allows for a future secondary access. Further, public services and utilities are available on-site and along nearby public roadways.

IV. ENVIRONMENTAL DETERMINATION

The City previously prepared and certified the PEIR No. 561546/SCH No. 2015111013. Based on all available information in light of the entire record, the analysis in this Addendum to the PEIR (Addendum), and pursuant to CEQA Guidelines sections 15162, 15164, and 15168, the City has determined the following:

- There are no substantial changes proposed in the project which will require major revisions of the previous environmental document due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

- Substantial changes have not occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous environmental document due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental document was certified as complete or was adopted, which shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous environmental document;

    b. Significant effects previously examined will be substantially more severe than shown in the previous environmental document;

    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous environmental document that would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Based upon a review of the current project, none of the situations described in CEQA Guidelines sections 15162, 15164, and 15168 apply. Specifically, it has been determined that the preparation of a new or subsequent environmental document is not required. No changes in circumstances have occurred, and no new information of substantial importance has manifested, which would result in new significant or substantially increased adverse impacts as a result of the project. Therefore, this Addendum has been prepared in accordance with CEQA Guidelines section 15164. The Midway – Pacific Highway Community Plan PEIR has been incorporated by reference pursuant to CEQA Guidelines section 15150. Public review of this Addendum is not required per CEQA.

V. IMPACT ANALYSIS

The intent of the subsequent impact analysis in this Addendum is to evaluate the adequacy of the PEIR and demonstrate that the environmental effects associated with the project would not result in new or more severe significant impacts than those identified in the previously certified PEIR. This section summarizes the environmental topics analyzed in the certified PEIR and the subsequent project-specific environmental evaluation conducted in accordance with CEQA.

The subsequent analysis indicates there would be no new significant impacts, nor would there be an increase in the severity of impacts resulting from the project. Further, there is no new information in the record or otherwise available indicating that there are substantial changes in circumstances that would require major changes to the PEIR.

Analysis Assumptions

The analysis addresses the potential environmental impacts resulting from the change in land uses resulting from the proposed rezone.

Existing Community Commercial (CO-3-1) Zone Development Potential

Under the existing CO-3-1 zone, various maximum development scenarios are allowed. Per Section 131.0541 of the SDMC, up to 10 percent of commercial uses may be developed as retail. Table 2 presents the maximum-allowed scenarios that could reasonably be developed ministerially under the existing zone, and that could potentially have the most significant effects.

Table 2
Existing Zoning Maximum Development Potential Scenarios

Scenario 1: Mixed-Use Project with Retail Component	
Minimum FAR required for Residential (1.0)	699,138 sf (699 units)
Maximum GFA permitted for Retail (10 percent)	209,741 sf
GFA Allowance for Office	1,188,535 sf
Scenario 2: Mixed-Use Project without Retail Component	
Minimum FAR required for Residential (1.0)	699,138 sf (699 units)
GFA Allowance for Office	1,398,276 sf
Scenario 3: Commercial Only Development with Retail Component	
Maximum GFA permitted for Retail (10 percent)	139,828 sf
GFA Allowance for Office	1,258,448 sf
Scenario 4: Commercial Only Development without Retail Component	
GFA Allowance for Office	1,398,276 sf

FAR = floor-to-area ratio; GFA = gross floor area; sf = square feet

Proposed Rezone Development Potential

The proposed RM-3-9 rezone allows up to 10 percent of the total gross floor area (GFA) to be used for commercial uses. The potential use within this commercial component may be commercial office, retail, or a combination of both (SDMC Section 131.0423). Table 3 presents the maximum-allowed scenarios that could reasonably be developed ministerially under the proposed rezone, and that could potentially have the most significant effects.

Table 3
Proposed Zoning Maximum Development Potential Scenarios

Scenario 1: Mixed-Use Project with Office and Retail	
Residential	1,165 units[1]
Retail (75 percent)	141,575 sf
Office (25 percent)	47,192 sf

Table 3 Proposed Zoning Maximum Development Potential Scenarios	
Scenario 2: Mixed-Use Project with Office and Retail	
Residential	1,165 units[1]
Retail (50 percent)	94,384 sf
Office (50 percent)	94,384 sf
Scenario 3: Mixed-Use Project with Office Only	
Residential	1,165 units[1]
Retail (0 percent)	0 sf
Office (100 percent)	188,767 sf
Scenario 4: Mixed-Use Project with Retail Only	
Residential	1,165 units[1]
Retail (100 percent)	188,767 sf
Office (0 percent)	0 sf

sf = square feet

[1] Maximum residential density is based on proposed RM-3-9 base zone which allows 600 square feet of lot area per dwelling unit (du). Proposed Community Plan land use designation of Residential – High (45–73 du/acre) could allow up to 1,172 residential units; however, a Planned Development Permit would be required to exceed density base zone requirement pursuant to SDMC 143.0410.

The analysis of the 16.05-acre site is based on the development restrictions outlined in the SDMC. Table 4 provides an overview of the maximum-allowed scenarios that could reasonably be developed ministerially under the existing zone, and that could potentially have the most significant effects.

Table 4 Maximum Development Potential Assumptions		
	FAR Ratio	**Maximum Potential GFA or Number of Units**
Existing Zone (CO-3-1)[1]		
Existing Zoning (CO-3-1) – With Residential		
Commercial Component (Base GFA)	2.0	1,398,276 sf
Residential Component (Bonus GFA)[2]	1.0	699,138 sf (maximum of 699 units)
Maximum GFA	3.0	2,097,414 sf
Existing Zoning (CO-3-1) – Without Residential		
Commercial Component (Maximum GFA)	2.0	1,398,276 sf
Proposed Zone (RM-3-9)3		
Proposed Zoning (RM-3-9)		
Commercial Component (10 percent of GFA)[4]	--	188,767 sf
Residential Component[2]	--	1,698,906 sf (maximum of 1,165 units)
Maximum GFA	2.7	1,887,673 sf

Table 4 Maximum Development Potential Assumptions		
	FAR Ratio	**Maximum Potential GFA or Number of Units**
FAR = floor-to-area ratio; GFA = gross floor area; sf = square feet [1] City of San Diego Municipal Code (SDMC) Chapter 13, Article 1, Division 5. [2] Residential units are calculated based on the lot area. Zone RM-3-9 allows a greater density (600 sf of lot area/unit) than Zone CO-3-1 (1,000 sf of lot area/unit) [SDMC Section 113.0222(a)]. [3] SDMC Chapter 13, Article 1, Division 4. [4] Up to 10 percent of the GFA for RM-3-9 zones may be used for commercial uses (SDMC Section 131.0423).		

Table 5 compares the maximum development scenarios allowed ministerially under both the existing and proposed zones. With the proposed rezone, the number of residential units allowed would increase by 466, while the commercial area currently allowed under the existing zone would be reduced by 1,209,509 square feet. Based on an existing rate of 2.56 persons per household and an 89.1 percent occupancy rate, the estimated projected 2035 population of the Community Plan area would an increase from approximately 28,260 to 29,320; or 1,060 additional people or approximately 4 percent growth. As applicable, the CEQA analysis addresses the potential development scenario that could be most impactful.

Table 5 Potential Maximum Development Scenario Comparison	
Existing Zoning (CO-3-1)	
Residential	699 units
Commercial (retail and office, see table 3)	1,398,276 sf
Proposed Zoning (RM-3-9)	
Residential	1,165 units
Commercial (retail and office, see table 4)	188,767 sf
Comparative Difference between the Proposed and the Existing Zoning	
Residential	+466 units
Commercial	-1,209,509 sf
sf = square feet	

Land Use

CPU PEIR

Conflicts with Applicable Plans

The PEIR concluded that the CPU and proposed amendments to the SDMC would be consistent with the City's General Plan goals and policies, Land Development Code (LDC) regulations, San Diego Association of Governments' (SANDAG) San Diego Forward: The Regional Plan, California Coastal Act, and the San Diego's Unified Port District's Port Master Plan. Overall, the PEIR found that the CPU would not conflict with any applicable plans and regulations, and impacts would be less than significant. No mitigation was required.

Conversion of Open Space of Farmland and Division of an Established Community
The PEIR determined that the CPU would not convert designated open space or prime farmland as there is no open space or prime farmland located within the community. Furthermore, the CPU included provisions to improve and enhance pedestrian and transit amenities aimed to connect, not physically divide, an established community. Therefore, no significant impacts were identified, and no mitigation was required.

Conflicts with the Multiple Species Conservation Program Subarea Plan
The PEIR determined that the CPU would not be in conflict with the goals of the Multiple Species Conservation Program (MSCP) Subarea Plan or result in significant impacts on the adjacent Multi-Habitat Planning Area (MHPA). Projects within and adjacent to the City's MHPA would be required to implement and adhere to the MHPA Land Use Adjacency Guidelines. As such, program-level impacts were determined to be less than significant, and no mitigation was required.

Conflicts with the Adopted Airport Land Use Compatibility Plan
Although the Midway-Pacific Highway community is within the SDIA Airport Influence Area, the PEIR stated that the CPU would not result in significant impacts associated with the four compatibility concern areas. The CPU was deemed conditionally consistent by the Airport Land Use Commission, as future projects would be required to submit project-level consistency determinations. Future projects, as necessary, would be required to receive an ALUC consistency determination. As a result, the PEIR determined that the CPU would not result in land uses that would be incompatible with an adopted ALUCP. Impacts were determined to be less than significant, and no mitigation was required.

Project

Conflicts with Applicable Plans
The project is a proposed GPA, CPA, and rezone located within the Dutch Flats Urban Village of the Community Plan. The project would change the existing land use designation from Business Park – Residential Permitted (0-44 du/ac) to Residential – High (45-73 du/ac), and the site would be rezoned from Commercial Office (CO-3-1) to Residential – Multiple Unit (RM-3-9). Table 1 provides a list of land uses that could be allowed under the proposed rezone. The following analysis of the project's consistency with applicable plans takes into account the possible land uses that could be allowed under the proposed rezone.

<u>City of San Diego 2024 General Plan and 2018 Midway-Pacific Highway Community Plan</u>
The project would be consistent with the City's General Plan, including the updates adopted in 2024 through the Blueprint Initiative. The project would also be consistent with the 2018 Midway-Pacific Highway Community Plan. A consistency analysis of the project's compatibility with goals and policies of both plans are presented in Table 6.

Table 6 Land Use Plan Consistency Analysis	
Goal/Policy	Consistency Analysis
General Plan	
Land Use Element	
A. City of Villages Strategy	
LU-A.7: Establish a mix of uses within village areas, or individual projects within village areas, to promote walking/rolling, biking, and transit usage and support progress towards climate goals and greenhouse gas emission reductions.	**Consistent.** The project would rezone the project site to RM-3-9, a multifamily zone allowing for a variety of residential uses that could be supported with ancillary commercial and retail land uses as described on Table 1. The project would also redesignate the project site as Residential – High (45–73 du/ac) in the Community Plan to be consistent with the proposed zoning. Due to the project site's proximity to multi-modal transportation, future development of the project site would allow residents and/or employees to walk, roll, bike, and/or use transit in the area. As identified in Figure 7, the project site is within the Dutch Flats Urban Village, an area that is identified in the City's General Plan (specifically, Figure LU-1) that has potential to support future growth in a manner aligned with the broader goals of the City of Villages strategy, including the expansion of mobility options. Growth within the urban villages would support the City's climate action goals.
LU-A.8: Consider higher densities/intensities in village areas to support the production of new homes that are affordable to people of all incomes.	**Consistent.** The project site is within the Dutch Flats Urban Village, an area identified in the City's General Plan for future growth consistent with the City of Villages strategy. The project would allow for high-density residential development (up to 466 additional units over the current zoning), which would support the ability to offer a variety of homes for different income levels.
B. General Plan Land Use Categories	
LU-B.2: Identify a more refined street system than is included in the General Plan Land Use and Streets Map through the community plan update and amendment process (see also Mobility Element).	**Consistent.** While no development plans are proposed at this time, future development of the project site would be required to contribute to linkages between the project site and surrounding existing and future development, and they would be required to improve and/or provide rights-of-way, such as access roads, pedestrian walkways, and sidewalks, per Section 129.0701 et al. of the SDMC. These improvements would refine circulation in and around the project site.
C. Community Planning	
LU-C.3: Increase the city's supply of land designated for various residential densities as	The project would allow for an increase in the city's supply of land to support residential

Table 6 Land Use Plan Consistency Analysis	
Goal/Policy	Consistency Analysis
community plans are prepared, updated, or amended.	densities as the project site is undergoing a land use redesignation from Business Park - Residential (0-44 du/ac) to Residential – High (45-73 du/ac) and a rezone from CO-3-1 to RM-3-9, which would allow up to 466 additional residential units over the current zoning.
LU-C.4: Ensure efficient use of remaining land available for residential development and redevelopment by requiring that new development meet the density minimums of applicable plan designations.	**Consistent.** The project would allow for an increase in residential density on the project site compared to existing zoning, allowing for more efficient use of the remaining land within the City.
D. Plan Amendment Process	
LU-D.1: Require a General Plan and community plan amendment for proposals that involve: a change in community plan adopted land use or density/intensity range; a change in the adopted community plan development phasing schedule; or a change in plan policies, maps, and diagrams. (Note: state law mandates that General Plan and community plan amendments are not to be required for projects utilizing state mandated housing density bonuses.)	**Consistent.** The project would include a GPA, CPA, and rezone to maintain consistency across all three planning documents (the General Plan, Community Plan, and Zoning Code).
LU-D.2: Evaluate the public facilities needs associated with any amendment and identify additional investments needed to serve any new development.	**Consistent.** This Addendum provides technical analysis that documents the project's potential to impact public facilities. As described in more detail in the Public Services and Facilities and Public Utilities sections, the project would not cause impacts greater than what was addressed in the previous PEIR. Future development of the project site would be required to comply with SDMC Section 142.0640, requiring payment of development impact fees to ensure that the project would contribute to available funds for public facilities improvements.
F. Consistency	
LU-F.2: Review public and private projects to ensure that they do not adversely affect the General Plan and community plans. Evaluate whether proposed projects implement specified land use, density/intensity, design guidelines, and other General Plan and community plan policies including open space preservation, community identity, mobility, and public facilities.	**Consistent.** The project is a GPA, CPA, and rezone to allow for the use of the project site for residential development. The proposed Community Plan land use (Residential – High) and zoning (RM-3-9) would be consistent with the surrounding existing and proposed land as evaluated throughout this Addendum. Future development of the project site would be required to comply with the proposed zone's development regulations and design guidelines, including density, setbacks, building height, etc., as well as the design guidelines and standards of the Community Plan. The project site does not support open space in its current condition, nor

Table 6 Land Use Plan Consistency Analysis	
Goal/Policy	Consistency Analysis
	is there open space in the surrounding areas. The project would not result in any new or more severe impacts on public facilities over what was previously identified in the PEIR, and future development would be required to implement development impact fees.
G. Airport Land Use Compatibility	
LU-G.2: Submit all amendments and updates to the General Plan, community plans, specific plans, airport plans, development regulations and zoning ordinances affected by an airport influence area to the ALUC to ensure that they are consistent with the Airport Land Use Compatibility Plan or have the City Council take steps to overrule the ALUC.	**Consistent.** The project site is in the AIA of the SDIA. The overflight area boundary requires residents to be notified of the effects of aircraft overflight (San Diego County Regional Airport Authority 2025). The GPA, CPA, and rezoning documents would be submitted to the ALUC to ensure they are consistent with the ALUCP. As addressed in this Addendum, any future project would be required to follow airport land use plans and notification requirements.
LU-G.3: Submit the General Plan, community plans, and specific plans affected by an airport influence area to the ALUC after the adoption or amendment to an Airport Land Use Compatibility Plan to ensure that they are consistent or have the City Council take steps to overrule the ALUC.	**Consistent.** The project site is within the AIA of the SDIA and the NAS North Island. For SDIA, it is within both the 60–65 dBA CNEL and 65–70 dBA CNEL and the overflight area boundary, but not within the safety zones of the airport. The noise impacts related to the airport are discussed below in the noise section of this Addendum. The overflight area boundary requires residents to be notified of the effects of aircraft overflight (San Diego County Regional Airport Authority 2025). For NAS North Island, the project would be within the airspace protection boundary, which means building height would be limited to avoid interference with aircraft. Future projects would be required to follow ALUCP and notification requirements. Therefore, the GPA, CPA, and rezoning documents would be submitted to the ALUC to ensure they are consistent with the ALUCP. As addressed in this Addendum, any future project would be required to follow airport land use plans and notification requirements.
LU-G.4: Submit development projects affected by an airport influence area to the ALUC after the adoption or amendment to an Airport Land Use Compatibility Plan to ensure that they are consistent up until the time that the ALUC has determined the General Plan, community plans, and specific plans consistent with the Airport Land Use Compatibility Plan or have the City Council take steps to overrule the ALUC.	**Consistent.** As described above, future development plans would be submitted to the ALUC to ensure they are consistent with the ALUCP. As addressed in this Addendum, any future project would be required to follow airport land use plans and notification requirements, as with the adopted CPU, and the project would not conflict with an ALUCP.

Table 6 Land Use Plan Consistency Analysis	
Goal/Policy	Consistency Analysis
H. Balanced Communities & Equitable Development	
LU-H.1: Affirmatively further fair housing choice, promote equal housing opportunity, and promote the development of balanced and equitable communities that take into account community-wide involvement, participation, and needs.	**Consistent.** The project would allow an increase in housing on the project site when compared to existing zoning and land use designations, providing opportunities for a variety of homes for different income levels.
LU-H.1(g): Plan for more homes in village areas that are located in communities with high economic opportunity.	**Consistent.** The project site is identified on Figure LU-1 in the City's General Plan as an area with a high village propensity, and it is within the Dutch Flats Urban Village in the CPU. The project would allow for an increase in residential density within the project site. The project site is in proximity to major thoroughfares, transit, retail areas, and employment areas. Therefore, it would support communities with high economic opportunity.
LU-H.3: Provide a variety of housing types and sizes with varying levels of affordability in residential and village developments.	**Consistent.** The project site is within the Dutch Flats Urban Village, an area identified in the City's General Plan for future growth consistent with the City of Villages strategy. While no development plans are available at this time, the project would allow for the rezoning and redesignation of the project site to allow for an increase in density compared to existing zoning and land use designations, providing opportunities for a variety of homes for different income levels. In addition, the project site is within Complete Communities Housing Solutions area (Coastal Zone Floor Area Ratio Tier 2.5), which allows any future development to participate in the floor-to-area ration (FAR) bonus incentive program that encourages affordable housing solutions.
LU-H.6: Provide linkages among employment sites, housing, and villages via an integrated transit system and a well-defined pedestrian and bicycle network.	**Consistent.** The project site is in an area surrounded by existing housing, commercial, and retail space. Transit opportunities include existing bus stops along Rosecrans Street and the Old Town Trolley Station. The project would allow for an increase in housing within the project site, contributing to linkages among employment sites, pedestrian areas, and transit. While no development plans are proposed at this time, future development would be required to improve and/or provide rights-of-way, such access roads, pedestrian walkways, and sidewalks, per Section 129.0701 et al. of the SDMC.

Table 6 Land Use Plan Consistency Analysis	
Goal/Policy	Consistency Analysis
LU-H.7: Provide a variety of different types of land uses within a community in order to offer opportunities for a diverse mix of uses and to help create a balance of land uses within a community.	**Consistent.** The project would redesignate the site to Residential – High in the Community Plan and rezone the project site to RM-3-9. This zone would permit a variety of residential uses that could support ancillary commercial and retail uses, as described on Table 1. The project site is surrounded by existing residential, commercial, and retail uses. The project would further promote this balance of uses.
Housing Element	
Objective E: Support Programs Aimed At Housing Vulnerable and Special Needs Populations	
HE-E.11: Support the provision of an array of housing for persons with physical and developmental disabilities.	**Consistent.** While no development plans are proposed at this time, any future development on the project site in accordance with the proposed GPA, CPA, and rezone would be required to follow the Americans with Disabilities Act Housing Accessibility standards outlined in the California Building Code (Chapters 12 and 14 of the SDMC).
Objective M: Create Vibrant, Equitable Communities	
HE-M.2: Ensure that new housing fosters a sense of community through development regulations that address building orientation and architectural design features that promote interaction and active lifestyles / commutes.	**Consistent.** There are no development plans at this time; however, future development would be required to follow all relevant design and architectural guidelines of the Community Plan. Additionally, future development would adhere to the setback, lot size, architectural, and design guidelines for residential development as detailed for the RM residential base zone in Article 1, Division 4, *Residential Base Zones*, in the SDMC. The project site's locations within a Transit Priority Area and within proximity to commercial uses and transit would also provide a sense of community to any new project.
HE-M.4: Engage actively with local tribal representatives to identify opportunities to preserve and feature tribal, cultural, historical, and archaeological resources.	**Consistent:** Tribal consultation was completed for the CPU in accordance with Assembly Bill 52, with recommendations incorporated into the mitigation framework for the PEIR. As discussed in the Historical and Tribal Resources section, while future development of the project site would not likely disturb tribal and cultural resources due to the disturbed nature of the project site, the project would continue to have a significant and unavoidable impact on cultural and tribal (below ground) resources, consistent with the PEIR; impacts on historical (above ground) resources would be reduced when compared with those of the CPU.

Table 6 Land Use Plan Consistency Analysis	
Goal/Policy	Consistency Analysis
Objective O: Align Housing Policies with State & Local GHG Emissions Reduction & Climate Adaptation Strategies	
HE-O.2: Encourage new housing that relies on and supports transit use and environmentally sustainable patterns of movement.	**Consistent.** While no development plans are proposed at this time, future development within the project site would contribute to environmentally sustainable patterns of movement. The project site is in an area surrounded by existing housing, commercial, and retail space, which would encourage walking, rolling, and biking to destinations. Transit opportunities in proximity to the project site include existing bus stops along Rosecrans Street and the Old Town Trolley Station. The project would allow for increased housing in proximity to commercial and transit, promoting reliance on multi-modal movement.
Mobility Element	
A. Walkable Communities	
ME-A.5: Provide adequate sidewalk widths and clear path of travel as determined by street classification, adjoining land uses, and expected pedestrian usage. a. Minimize obstructions and barriers that inhibit pedestrian circulation. b. Consider pedestrian impacts when designing the width and number of driveways within a street segment.	**Consistent.** The project site is in an area surrounded by existing housing, commercial, and retail space, where there are existing sidewalks and driveways. The project would allow uses consistent with the proposed RM-3-9 zone (see Table 1). Future projects would contribute to linkages between the project site and surrounding existing and future development. While no development plans are proposed at this time, future development would be required to improve and/or provide adequately sized and barrier-free rights-of-way, such access roads, pedestrian walkways, and sidewalks, per Section 129.0701 et al. of the SDMC.
ME-A.8: Encourage a mix of uses in villages, commercial centers, transit corridors, employment centers and other areas as identified in community plans so that it is possible for a greater number of short trips to be made by walking/rolling.	**Consistent.** The project site is located within the Dutch Flats Urban Village identified in the Community Plan and within an area shown in Figure LU-1 of the General Plan as having a high propensity for village development. The project site is surrounded by existing housing, commercial, and retail space, which would encourage walking, rolling, and biking to nearby destinations. The site is also served by existing bus stops along Rosecrans Street and is near the Old Town Trolley Station. The project would increase housing within a mixed-use, transit-accessible area, and would support shorter trips and greater use of walking, rolling, bicycling, and public transit.

Table 6 Land Use Plan Consistency Analysis	
Goal/Policy	Consistency Analysis
D. Transit	
ME-D.7: Assess ways to improve the availability of transit and transit access for underserved and transit-dependent populations.	**Consistent.** While no development plans are available at this time, the project would allow for increased density within the project site. The proposed RM-3-9 zone would support a variety of housing types, including lower-income housing. In addition, the project site is within Complete Communities Housing Solutions area (Coastal Zone Floor Area Ratio Tier 2.5), which means any future development would be allowed to participate in the FAR bonus incentive program that encourages affordable housing solutions.
K. Regional Coordination & Financing	
ME-K.4: Determine necessary transportation improvements to serve new development at the community plan level, and where necessary, at the project level.	**Consistent.** Future development of the project site would place additional housing within an area identified as having high village propensity, supporting high potential for transit use. As the area continues to grow, future development of the project site as well as the surrounding areas would continue to influence the City's decisions on public transportation projects and improvements.
Urban Design Element	
A. General Urban Design	
UD-A.2: Use open space and landscape to define and link communities.	**Consistent.** While no development plans are proposed at this time, the project would allow future development of residential uses. Future development would be required to follow landscaping regulations laid out in Section 142.0401 et al. of the SDMC. Additionally, future development would be required to provide adequately sized and barrier-free rights-of-way, such access roads, pedestrian walkways, and sidewalks, per Section 129.0701 et al. of the SDMC. The CPU included a proposed linear park in the Dutch Flats Urban Village, where the project site is located. A non-traditional park equivalency of the linear park via a Recreation Easement was recorded on the project site in 2019 and would meet the park requirements as described in the CPU. The Recreation Easement was recorded in the County of San Diego as Document Number 2021-0587397 on September 7, 2021.
B. Mixed-Use Villages & Commercial Areas	
UD-B.1 In villages and transit corridors identified in community plans, provide a mix of uses that create vibrant, active places in villages.	**Consistent.** While no development plans are available at this time, the project would allow an increase in housing and potentially other retail

Table 6 Land Use Plan Consistency Analysis	
Goal/Policy	Consistency Analysis
	and commercial uses permitted by the zone in an area identified as having high village propensity.
C. Distinctive & Inclusive Neighborhoods & Residential Design	
UD-C.2 Achieve a mix of housing types within developments (see also Land Use and Community Planning Element, and Housing Element). a. Incorporate a variety of home types in multi-home projects. d. Identify sites for revitalization and additional housing opportunities in neighborhoods.	**Consistent.** The project would redesignate the project site to Residential – High pursuant in the Community Plan and rezone the project site to RM-3-9, which would support a variety of housing types, as described in Table 1 in an area identified in the community plan as the Dutch Flats Urban Village.
Public Facilities, Services, and Safety Element	
PF-B.4: Require development proposals to fully address impacts to public facilities and services.	**Consistent.** This Addendum analyzes the project's potential to impact utilities and public services. While there are no development plans at this time, the evaluation of utilities and services addresses the most impactful scenario. As discussed in the Public Services section of this Addendum, the project would not result in impacts greater than what was determined in the previous PEIR. Additionally, future development within the project site would be required to comply with SDMC Section 142.0640, requiring payment of development impact fees to ensure that the project would contribute to available funds for public facilities improvements.
Midway-Pacific Highway Community Plan	
Land Use, Villages & Districts	
LU-2.6: Support the inclusion of on-site affordable housing units in residential developments.	**Consistent.** While no development plans are available at this time, the project would allow for the redesignation and rezoning of the project site to allow for higher density residential development which could support a variety of housing types, including affordable housing. In addition, the project site is within Complete Communities Housing Solutions area (Coastal Zone Floor Area Ratio Tier 2.5), which means any future development would be allowed to participate in the FAR bonus incentive program that encourages affordable housing solutions.
LU-4.9: Incorporate new streets and pedestrian and bicycle facilities within the superblocks as new private development occurs to create a walkable scale for new development and improve north-south access.	**Consistent.** The project site is in a developed area served by existing streets, sidewalks, and bike lanes. While no development plans are proposed at this time, the project would allow higher density residential development. Future development would be required to comply with

Table 6 Land Use Plan Consistency Analysis	
Goal/Policy	Consistency Analysis
	applicable City standards, including Section 129.0701 of the SDMC, which regulates rights-of-way improvements. These improvements, together with the increased density and potential mix of uses, would support a more walkable development pattern.
LU-4.10: Provide pedestrian paths that create connections between adjacent developments and/or properties.	**Consistent.** Future development of the project site would be required to implement public rights-of-way in accordance with Section 129.0701 of the SDMC. Future development would also be required to connect to existing infrastructure, including surrounding streets and sidewalks. In addition, the project would allow residential, enabling future residents to walk or bike to nearby businesses, transit stops, and other destinations.
LU-4.13: Improve Midway Drive as the gateway to the village with a multi-use urban path.	**Consistent.** The CPU identifies proposed conceptual urban path improvements along Midway Drive, as depicted in Figure 3-9 of the CPU. The project would not implement development at this time, and it would not conflict with the proposed conceptual improvements along Midway Drive. Future development in accordance with the project would be required to improve Midway Drive in accordance with the City's Street Design Manual as well as other requirements as directed by the City to ensure consistency with Midway Drive's urban path.
LU-4.16: Incorporate green street improvements along Midway Drive, Dutch Flats Parkway, Charles Lindbergh Parkway, and Barnett Avenue.	**Consistent.** Future development consistent with the project would be required to improve rights-of-way that traverse the project site boundaries and/or connect to public rights-of-way. Additionally, all projects would be required to comply with the City's Street Design Manual, which incorporates green street best management practices such as use of drought tolerant, native plants; permeable pavements; bioswales; and other stormwater facilities.
Mobility	
ME-2.1: Implement the multi-use urban path system, which includes the La Playa Trail Urban Path, the Bay-to-Bay Urban Path, Midway Urban Path, and the Highway 101 Urban Path.	**Consistent.** The CPU identifies proposed conceptual urban path improvements along Midway Drive, as depicted in Figure 3-9 of the CPU. The project would not implement development at this time, and it would not conflict with the proposed conceptual improvements along Midway Drive. Future development in accordance with the project would be required to improve Midway Drive in

Table 6 Land Use Plan Consistency Analysis	
Goal/Policy	Consistency Analysis
	accordance with the City's Street Design Manual as well as other requirements as directed by the City to ensure consistency with Midway Drive's Urban Path.
Noise	
NE-1.4: Ensure that new development is compatible with the noise policies of the Airport Land Use Compatibility Plan for San Diego International Airport.	**Consistent.** As shown in Figure 11, the project site is located within the SDIA noise contours. Specifically, the northeastern portion of the project site would be exposed to airport noise levels ranging from 60 to 65 dBA CNEL, and the southwestern portion would be exposed to levels ranging from 65 to 70 dBA CNEL (San Diego County Regional Airport Authority 2025). Future residential development would be required to comply with the noise-compatibility policies and standards of the SDIA ALUCP, including applicable land use restrictions and measures necessary to achieve an interior noise level of 45 dBA CNEL. In accordance with the City's established review process, future development involving an increase in residential units or non-residential floor area and a change in land use would be referred to the ALUC for an ALUCP consistency determination, as applicable. Compliance with these requirements would ensure that future development is compatible with the ALUCP's airport-noise policies.

As shown in Table 6, the project would be consistent with the applicable goals and policies of the General Plan and CPU.

City of San Diego Climate Action Plan

The City's 2022 Climate Action Plan (CAP) establishes a community-wide goal of achieving net-zero greenhouse gas (GHG) emissions by 2035 and includes strategies addressing building decarbonization, clean energy, mobility and land use, waste, and climate resilience. With respect to land use, the CAP promotes development patterns that support walking, bicycling, and transit, and focuses new development in areas that can reduce vehicle travel and GHG emissions, including Transit Priority Areas (TPAs) and other areas with lower vehicle miles traveled. As shown in Table 7, the project would not conflict with applicable policies of the CAP.

Table 7 Climate Action Plan	
Goal/Policy	Consistency Analysis
Strategy 3: Mobility and Land Use	
3.5: Climate-Focused	
Focus new development in areas that will allow residents, employees and visitors to safely, conveniently and enjoyably travel as a pedestrian, or by biking, or transit, such as in Transit Priority Areas (TPAs), and areas of the city with the lowest amount of vehicular travel.	**Consistent.** The project site is in an area surrounded by existing housing, commercial, and retail space, which would encourage walking, rolling, and biking to destinations. The project site is also within a TPA and an area with high propensity to be identified as a village (Figure LU-1 in the General Plan). Transit opportunities in the project site area include existing bus stops along Rosecrans Street and the Old Town Trolley Station. The project would allow for an increase in housing on the project site, which would allow new housing that relies on and supports transit use. While no development plans are proposed at this time, future development would allow residents, employees, and/or visitors to use pedestrian facilities, bike routes, and transit options.
Maximize new development in areas located with safe, convenient, and enjoyable access to transit.	**Consistent.** As described above, the project site is in proximity to bus stops along Rosecrans Street and approximately one mile from the Old Town Trolley Station. While no development plans are proposed at this time, future development would allow residents, employees, and/or visitors to use pedestrian facilities, bike routes, and transit options.

<u>SANDAG 2025 Regional Plan</u>

Since the adoption of the CPU in 2018, SANDAG has adopted the 2025 Regional Plan (adopted December 12, 2025). The underlying purpose of the 2025 Regional Plan is to develop a regional strategy that meets federal and state planning requirements and addresses the transportation needs of both current and the future populations. These transportation needs impact the quality of life in the San Diego region, including ensuring access to economic opportunities, remedying historical social inequities, planning for climate change, and prioritizing public health and safety. The 2025 Regional Plan envisions a sustainable and resilient future for the region and economy supported by a transportation network that is convenient, equitable, healthy, and safe. To accomplish this purpose, the objectives of the 2025 Regional Plan are the following:

- Focus population and employment growth to protect sensitive habitat and natural resource areas.
- Provide transportation investments that support compact land development patterns and reduce vehicle miles traveled (VMT).
- Meet GHG emissions targets established for the San Diego region by the California Air Resources Board (CARB).
- Provide transportation investments and a land use pattern that promotes social equity.

- Provide transportation investments and a land use pattern that improves air quality.
- Provide multimodal access to employment centers and key destinations for all communities.
- Enhance the efficiency of the transportation network for moving people and goods through the deployment of new technologies.

The project site is adjacent to existing and planned residential, business park, community commercial, and military land uses. Future development under the proposed zoning would focus population away from sensitive habitats and natural areas; could place employment and residential uses in a TPA, which would help reduce VMT; and would be required to meet the City's strategies for reducing GHG emissions. Overall, as with the CPU's consistency with SANDAG's 2015 Regional Plan, the project would be consistent with SANDAG's 2025 Regional Plan.

City of San Diego Land Development Code (LDC)

Community Plan Implementation Overlay Zone: The City of San Diego LDC establishes the Community Plan Implementation Overlay Zone (CPIOZ), which provides supplemental development regulations for designated areas. The Dutch Flats Urban Village, including the project site, is within a CPIOZ Type A area. Development that complies with the applicable CPIOZ requirements may be approved ministerially. Any development proposals that propose to deviate from the regulations or the supplemental CPIOZ Type A regulations would be required to obtain a discretionary permit. CPIOZ Type A areas can include reserved land dedications for on-site streets, linear parks, other parks, and/or qualifying park equivalencies. When calculating the on-site development density and/or intensity for lands with these on-site reserved land dedications, the calculation should use the on-site area measurement before the land is dedicated. As described in Section III, Environmental Setting, a Recreation Easement was recorded on the project site on September 7, 2021. This Recreation Easement would remain in effect following approval of the project. Any future development seeking ministerial approval would be required to comply with the CPIOZ Type A regulations, including the inclusion of the planned linear park. Development that deviates from those regulations would require a discretionary permit and associated environmental review. As such, the project would be consistent with the CPIOZ Type A requirements of the LDC.

Environmentally Sensitive Lands: The project site is developed and does not have environmentally sensitive lands (ESL) as defined by Chapter 14, Article 3, Division 1 of the SDMC. The project would not cause adverse impacts to ESL.

Historical Resources Regulations: The project site is within a designated historic area, the Dutch Flats/Ryan Field site (Historic Resources Board No. 249). However, there are no remaining structures or other resources connected to the Dutch Flats/Ryan Flats historic site in the area. See the discussion under "Historical and Tribal Resources." The project would not conflict with the Historical Resources Regulations of the LDC.

The project would not cause any conflicts with the LDC, and the impacts of the project related to applicable development codes would be less than significant, consistent with the conclusions of the PEIR.

California Coastal Act

While portions of the Community Plan area are within the Coastal Zone, which would be subject to regulations of the California Coast Act, no portions of the project site are within the Coastal Zone. Therefore, the project would not conflict with the regulations of the California Coastal Act.

Port of San Diego Master Plan

The project site is not within the Port of San Diego's Master Plan area. It would not conflict with the Port of San Diego's Master Plan, and impacts would be less than significant, consistent with the conclusions of the PEIR.

Multiple Species Conservation Program Subarea Plan

Although the MSCP Subarea Plan applies citywide, the project site is not within or adjacent to MHPAs, which constitute the City's planned habitat preserve. The project site is developed, within an urban area, and surrounded by existing development. Accordingly, the project would not result in the loss or fragmentation of land designated for conservation, interfere with an identified wildlife corridor, or conflict with the assembly or long-term management of the MHPA. Future development consistent with the project would be required to comply with any applicable provisions of the MSCP Subarea Plan. Therefore, the project would not conflict with the MSCP Subarea Plan and would result in less than significant impacts related to the MSCP Subarea Plan, consistent with the conclusions of the PEIR.

Airport Land Use Compatibility Plan

The project site is within the AIA of the SDIA and the NAS North Island. For SDIA, it is within both the 60–65 dBA CNEL and 65–70 dBA CNEL and the overflight area boundary, but not within the safety zones of the airport. The noise impacts related to the airport are discussed below in the noise section of this Addendum. The overflight area boundary requires residents to be notified of the effects of aircraft overflight (San Diego County Regional Airport Authority 2025). For NAS North Island, the project would be within the airspace protection boundary, which means building height would be limited to avoid interference with aircraft. Because any future project would be required to follow ALUCPs and notification requirements, as with the adopted CPU, the project would not conflict with any ALUCPs, and the impacts would be less than significant, consistent with the conclusions of the PEIR.

Conversion of Open Space of Farmland and Division of an Established Community

There is no existing or designated open space or agricultural land use within the project site. Future development of the site consistent with the project would not likely divide the established community and could provide improved transportation and recreational amenities for the public. Therefore, the project would have a less than significant impact, consistent with the conclusions of the PEIR.

Conclusion

Overall, based on the foregoing analysis and information, the project is within the scope of the analysis of the PEIR, and there is no evidence that the project would require a major

change to the PEIR. The project would not result in any new, significant impacts, nor would there be a substantial increase in the severity of impacts from those described in the PEIR.

Transportation and Circulation

CPU PEIR

Traffic Circulation
The EIR concluded that the CPU would result in significant and unavoidable impacts to six roadway segments, ten intersections, seven freeway segments, and one metered freeway ramp location.

Alternative Transportation
The PEIR disclosed that the CPU would be consistent with adopted policies, plans, or programs that support alternative transportation. Additionally, the CPU would provide policies that support improvements to pedestrian, bicycle, and transit facilities. Thus, it was determined that the CPU would have a less than significant impact related to conflicts with adopted policies, plans, or programs supporting alternative transportation, and no mitigation was required.

Project

Since certification of the PEIR, CEQA was amended through Senate Bill 743 and the adoption of CEQA Guidelines Section 15064.3, which established VMT as the primary metric for evaluating transportation impacts under CEQA. Therefore, the transportation analysis is based on the VMT metric rather than the level of service metric used in the CPU PEIR.

To implement Senate Bill 743, the City adopted the Mobility Choices Program. The Mobility Choices program was evaluated as part of the City's Complete Communities: Housing Solutions and Mobility Choices PEIR (City of San Diego 2020). The purpose of the Mobility Choices Program is to implement Senate Bill 743 by ensuring that new development mitigates transportation VMT impacts to the extent feasible and by incentivizing development within the City's TPAs and urban areas. The Mobility Choices regulations included amendments to the City's SDMC and Land Development Manual (Transportation Study Manual; current version dated September 2022) to support the program's implementation, and the adoption of a new CEQA significance threshold for transportation that implements Senate Bill 743.

Therefore, to evaluate the project’s potential transportation-related impacts, a project-specific VMT assessment (Appendix A) was prepared consistent with the City’s Transportation Study Manual (current version dated September 2022) and CEQA requirements.

Consistent with the guidelines per the City’s Transportation Study Manual, the VMT assessment evaluated each potential land use within the site. The most impactful scenario was determined based on the SANDAG Year 2016 ABM2+ Screening Maps and screening criteria. The review assessed potential VMT impacts associated with a combination of

residential, employment, and regional retail uses. It should be noted that only residential can be a standalone use.

- Residential uses within Census Tract 66, in which the project site is located, would be expected to generate approximately 10.8 VMT per capita (57.2 percent of the regional mean). As the project would meet the applicable screening criteria for residential development located in a VMT-efficient area, it would be presumed to result in a less than significant transportation VMT impact.

- Employment uses within Census Tract 66 would be expected to generate approximately 20.4 VMT per employee (107.7 percent of the regional mean), which exceeds the regional average and would therefore result in a significant transportation VMT impact.

- Regional retail uses are not evaluated using location-based screening maps and are instead evaluated based on net changes in regional VMT, with a significance threshold of zero net increase. As regional retail development would be expected to likely increase total regional VMT, the project would result in a significant transportation VMT impact.

Overall, residential uses would be screened out as presumed to be less than significant, whereas employment and regional retail uses would not. Therefore, commercial/office, regional retail, or a combination of these uses represents the most intense and impactful development scenario for the site from a VMT perspective.

The analysis conservatively assumes that the project would allow future employment-generating uses that would reflect the VMT rate of Census Tract 66 (20.4 VMT per employee) based on SANDAG screening data. Regional retail uses would be evaluated based on their net change in total regional VMT; however, no specific development is included with this rezone. Employment uses on the project site would be expected to exceed the City's significance threshold of 15 percent below the regional average VMT per employee, as the site's VMT rate is 107.7 percent of the regional average. Therefore, the project would likely cause a net increase in regional VMT that would exceed the zero net increase threshold, thereby resulting in a potentially significant transportation impact related to VMT.

Future employment and regional retail development would be required to comply with the City's Mobility Choices Program Regulations. The site is located within Mobility Zone 2 (TPA), which requires implementation of VMT reduction measures pursuant to the City's Land Development Manual, Appendix T. These measures include pedestrian, bicycle, transit-supportive, and other strategies, which are assigned point values to ensure compliance. Development within Mobility Zone 2 must provide between five and eight points of VMT reduction measures, depending on parking supply.

As transportation impacts associated with future development remain consistent with the conclusions previously disclosed in the CPU PEIR, and because future development would be subject to applicable City ordinances and mobility requirements designed to reduce transportation VMT impacts to the extent feasible, the project would not result in a new

significant transportation impact or a substantial increase in the severity of a previously identified significant impact.

Conclusion

Overall, based on the foregoing analysis and information, the project is within the scope of the analysis of the CPU PEIR, and there is no evidence that the project would require a major change to the CPU PEIR. The project would not result in any new, significant impacts, nor would there be a substantial increase in the severity of impacts from those described in the CPU PEIR.

Historical and Tribal Resources

CPU PEIR

Historic Structures, Objects, or Sites
The PEIR identified four designated historical resources listed on the City's Historical Resources Register within the plan area and two properties listed on the National Register of Historic Places. While the PEIR acknowledged that impacts would be partially mitigated through regulatory compliance, including conformance with a combination of federal, state, and local regulations, impacts would be significant. Thus, potential impacts on historical resources, including historic structures, objects, or sites, were determined to be significant and unavoidable.

Prehistoric and Historic Archaeological Resources, Sacred Sites, and Human Remains
The PEIR identified that although there is very little undeveloped land within the proposed Community Plan area, future development and related construction activities facilitated by the proposed CPU at the project level could result in the alteration or destruction of prehistoric or historic archaeological resources, objects, or sites, and could impact religious or sacred uses or disturb human remains, particularly considering the proximity to the community of Old Town. Direct impacts may include substantial alteration or demolition of archaeological sites from grading, excavation, or other ground-disturbing activities. Indirect impacts may include vandalism or destruction of an archaeological resource or traditional cultural property. Future projects would be required to comply with the Historical Resources Regulations. While the SDMC regulations, goals, and policies would regulate and protect archaeological resources and human remains and help avoid potential impacts, it is impossible to ensure the successful preservation of all archaeological resources. Therefore, potential impacts to archaeological resources were determined to be significant and unavoidable.

Tribal Cultural Resources
The PEIR acknowledged that future development, implemented in accordance with the Community Plan, could affect tribal cultural resources. The mitigation, a combination of City policies and regulations and compliance with CEQA and Public Resources Code Section 21080.3.1, would reduce impacts. However, even with the application of policies and regulations, impacts on tribal cultural resources would be minimized but would remain significant and unavoidable**.**

Project

Historical Structures, Objects, or Sites
The project site is located within the Dutch Flats/Ryan Field area, which is designated as Historical Resources Board Site No. 249 and thus a historic resource pursuant to Public Resources Code Section 5020.1(k) (CEQA Guidelines Section 15064.5(a)(2)). Bounded by Barnett Avenue, Midway Drive, Rosecrans Street, and Sports Arena Boulevard, Historical Resources Board Site No. 249 was designated for its association with Charles Lindbergh, Claude T. Ryan, Ryan Aircraft Co., and the beginnings of commercial aviation in the United States.

Under the existing (baseline) conditions, the project site has been fully redeveloped with other uses, and no known buildings, structures, objects, or other aboveground features associated with the Dutch Flats/Ryan Airfield remain. The project consists of a GPA, CPA, and rezone to increase allowable density and potential on-site commercial and retail uses. The project does not include demolition, construction, or other physical disturbance. Accordingly, the project would not have the potential to alter an existing historical resource. The project would result in no impacts to historic resources, representing a reduced level of significance when compared to the conclusions of the PEIR.

Prehistoric and Historic Archaeological Resources, Sacred Sites, and Human Remains
Given the site's previously graded and developed nature, the likelihood of encountering archaeological resources, sacred sites, or human remains is low. Because future development consistent with the project could necessitate ground-disturbing activities that could uncover unknown archaeological resources or human remains, resulting in a potentially significant impact. Although future development would be required to comply with the City's Historical Resources Regulations requiring project-level sensitivity screening and site-specific surveys, because development plans are not available at this time, it is uncertain whether future development could result in a significant impact to unknown archaeological resources or human remains. Therefore, impacts on prehistoric and historic archaeological resources, sacred sites, and human remains would be significant and unavoidable, consistent with the conclusions of the CPU PEIR.

Tribal Cultural Resources
The site has been previously graded and developed within an urban area. Further, the site has no identified archaeological or tribal cultural resources. Due to the project site's disturbed nature, future development in accordance with the project would have a low potential to uncover tribal cultural resources. However, because future development could uncover unknown resources, the impact on tribal cultural resources could be significant. Therefore, impacts would be significant and unavoidable, consistent with the conclusions of the CPU PEIR.

Conclusion

Overall, based on the foregoing analysis and information, the project is within the scope of the analysis of the PEIR, and there is no evidence that the project would require a major

change to the PEIR. The project would not result in any new, significant impacts, nor would there be a substantial increase in the severity of impacts. Impacts would remain consistent with the conclusions of the PEIR.

Geological Conditions

CPU PEIR

Seismic Hazards
The PEIR found that the Community Plan area would be subject to moderate ground shaking in the event of an earthquake along the Rose Canyon Fault Zone or other faults in the Southern California/Northern Baja California region. Future projects would be required to comply with uniformly applied development policies, including existing codes and standards. This regulatory framework requires site-specific geotechnical investigations to identify potential geologic hazards or concerns that would be addressed during the grading and/or construction of individual development projects. Thus, the PEIR determined that the impacts would be less than significant and that no mitigation was required.

Erosion or Loss of Topsoil
The PEIR found that the Community Plan area consists mainly of developed and previously graded land, with minimal open space. The geotechnical report prepared for the CPU stated that the low topographic gradients and the physical characteristics of the artificial fill and older alluvium would result in a low erosion potential for the plan area. As stated in the PEIR, the Pacific Highway corridor features steeper topography and would therefore be more susceptible to severe erosion. SDMC Section 142.0146 requires grading work to incorporate erosion and siltation control measures in accordance with Chapter 14, Article 2, Division 4 (Landscape Regulations) and the standards established in the Land Development Manual. Compliance with City grading requirements would ensure that grading and construction operations for future projects within the Community Plan avoid significant impacts on soil erosion. Additionally, future development within the City would be required to prepare and comply with the Storm Water Pollution Prevention Plan requirements, which address erosion control best management practices (BMPs) and consider any additional site-specific and seasonal conditions. Thus, the PEIR determined that the impacts would be less than significant and that no mitigation is required.

Geological Instability
The PEIR found that most of the Community Plan area is mapped as having a high potential for liquefaction due to shallow groundwater, major drainages, and hydraulic or artificial fills. Additional instability concerns include fault buffer zones along the Rose Canyon Fault Zone, liquefaction-induced lateral spreading near the San Diego River and San Diego Bay channel areas, and potential slope instability in artificial cut-and-fill areas, particularly along I-5 and near the Peninsula Community. Areas with improperly placed or thick artificial fill may also be susceptible to dynamic consolidation and subsidence, especially where fill overlies young alluvium or interfaces with denser materials. Future projects located in hillside areas within the plan area would be required to submit a geotechnical investigation that specifically addresses slope stability. The PEIR determined that potential hazards associated with slope instability would be addressed through the site-specific recommendations in geotechnical

investigations, as required by the SDMC or other standards. Thus, it found that impacts related to landslides and slope instability would be less than significant, and no mitigation was required.

Expansive Soils
The PEIR found that geotechnical and soil hazards, such as consolidation and expansion-prone materials, would be most likely to occur in the artificial fill areas in the Midway area. Special measures would be necessary during design and construction to mitigate the effects of expansive soil. The PEIR determined that adherence to the SDMC grading regulations and construction requirements, and implementation of the recommendations and standards of the City's Guidelines for Geotechnical Reports for future projects located within the Community Plan area would preclude significant impacts related to expansive soils. Thus, the PEIR determined that impacts related to expansive soils would be less than significant, and no mitigation was required.

Project

Seismic Hazards
As disclosed in the PEIR, the Community Plan area would be subject to moderate ground shaking in the event of an earthquake along the Rose Canyon Fault Zone or other faults in the Southern California/Northern Baja California region. The project is a land use planning action and does not include grading, construction, or other physical development; therefore, it would not directly expose people or structures to seismic hazards. However, the project would facilitate future development within an area subject to seismic ground shaking. Specific development plans are not known at this time; however, future development would be required to comply with the applicable seismic design and construction requirements of the SDMC Building Regulations, including Chapter 14, Article 5, Division 18. Where required based on site conditions and the proposed development, a site-specific geotechnical investigation would identify seismic and geologic hazards and provide design recommendations addressing matters such as ground shaking, liquefaction, settlement, and slope stability. Compliance with applicable City requirements and implementation of required geotechnical recommendations would reduce seismic risks to acceptable levels. Therefore, the project would have a less than significant impact related to seismic hazards, consistent with the conclusion of the PEIR.

Erosion or Loss of Topsoil
The PEIR identified the Community Plan area as having low topographic gradients and artificial fill and alluvium that characteristically have lower erosion potential. Although development site plans are not known at this time, future development would be required to adhere to local, state and federal regulations associated with grading and storm water requirements. Specifically, SDMC Section 142.0146 requires grading work to incorporate erosion and siltation control measures in accordance with SDMC Chapter 14, Article 2, Division 4 (Landscape Regulations), and the standards established in the Land Development Manual. Future development would need to comply with SDMC grading and construction regulations to avoid significant impacts from soil erosion. As such, the project would not

cause substantial erosion or loss of topsoil. Therefore, impacts related to erosion would be less than significant, consistent with the conclusions of the PEIR.

Geological Instability
The PEIR identified liquefaction and slope instability to be the major geological concerns for the Community Plan area. The project site is flat and previously developed. Therefore, any future development would not be susceptible to slope instability. However, as described in the PEIR, the site is within an area with potential for liquefaction.

The project does not include grading, construction, or other physical development and would not directly affect geologic stability. However, it would facilitate future development that could expose new structures and occupants to liquefaction-related hazards. Specific development plans are not known at this time. Future development would be required to complete site-specific geotechnical investigations pursuant to SDMC Building Regulations (Chapter 14, Article 5, Division 18). The geotechnical investigation would evaluate site-specific liquefaction potential and establish any necessary grading, foundation, soil-improvement, drainage, or structural design requirements. Future development projects would be required to incorporate the resulting recommendations into project design and construction. As such, the project would result in less than significant impacts related to geological instability, consistent with the conclusions of the PEIR.

Expansive Soils
The PEIR identifies the project site as having an elevated potential for soil consolidation and expansion. The project does not include grading, construction, or other physical development, and therefore would not directly create or expose structures to unstable soil conditions. However, the project would facilitate future development that could be affected by these conditions. Specific development plans are not currently proposed. Future development would be required to comply with the applicable SDMC grading and building regulations and, as required by the City, prepare a site-specific geotechnical investigation in accordance with the City's *Guidelines for Geotechnical Reports*. The investigation would evaluate the site's soil conditions and identify any necessary grading, soil treatment, foundation, drainage, or structural design measures. Future development would be required to incorporate applicable recommendations into project design and construction. Therefore, impacts related to expansive or compressible soils would be less than significant, consistent with the conclusion of the PEIR.

Conclusion

Overall, based on the foregoing analysis and information, the project is within the scope of the analysis of the CPU PEIR, and there is no evidence that the project would require a major change to the CPU PEIR. The project would not result in any new, significant impacts, nor would there be a substantial increase in the severity of impacts. Impacts would be consistent with the conclusions of the CPU PEIR.

Noise

CPU PEIR

Ambient Noise
The PEIR disclosed that an increase in ambient vehicular traffic noise in the Community Plan area would result from projected future development and increased traffic due to regional growth. Thus, the increase in ambient noise levels could expose existing noise-sensitive land uses to increases of more than 5 dBA, and the impacts would be significant. The PEIR concluded that because development specifics are not known at this time, it cannot be ensured that exterior noise would be attenuated. Therefore, exterior noise impacts in areas that exceed the applicable land use and noise compatibility levels would be significant and unavoidable.

Vehicular Noise
Vehicular Noise – Roads and Freeways
The PEIR found that noise levels for all land uses closest to the freeways and specific segments of Pacific Highway would be incompatible (i.e., greater than 75 dBA CNEL). These areas were identified as currently developed, and the CPU would change land-use designations in some of them. While these land uses would be exposed to noise levels, future residential uses in areas above 70 dBA CNEL would be required to include noise attenuation measures to ensure interior levels of 45 dBA CNEL. The City's SDMC and state regulations (California Building Code Title 24) would require projects to demonstrate that exterior and interior noise levels would be compatible with City standards. However, without site-specific development details, it cannot be ensured that exterior noise is adequately attenuated. Therefore, the PEIR concluded that exterior noise impacts in areas that exceed the applicable land use and noise compatibility level would be significant and unavoidable.

Vehicular Noise – Railroads
Regarding Amtrak, Coaster, and freight train noise levels, the PEIR disclosed that noise levels at the nearest Community Plan boundary and the nearest sensitive receptors would exceed 60 dBA equivalent sound level for a 24-hour, or day-night, period (L_{dn}; the metric used by the Federal Railroad Administration). Note that L_{dn} and CNEL are typically within 1 dBA of each other and, for most intents and purposes, are interchangeable. Although levels at these boundaries may exceed the compatibility standards of the General Plan, all sensitive receptors located within the 60 dBA L_{dn} distance buffer experience existing and projected future traffic noise levels in excess of 70 dBA L_{dn}. Thus, the PEIR concluded that rail noise impacts would be less than significant and that no mitigation was required.

Airport Compatibility
Based on the projected airport noise contours for SDIA, the PEIR identified sensitive receptors in the CPU where noise levels due to aircraft operations exceeded 60 dBA CNEL. At the project level, future development would be required to include interior noise attenuation consistent with the Noise Element of the General Plan and the ALUCP for SDIA; therefore, impacts related to airport noise would be less than significant. No mitigation was required.

Noise Ordinance Compliance
The PEIR found that mixed-use sites and areas where residential uses are in proximity to commercial sites could expose sensitive receptors to noise. Although noise-sensitive residential land uses would be exposed to noise from the operation of these commercial uses, City regulations would limit noise and reduce noise impacts between various land uses. In addition, enforcement of state noise regulations in Title 24 of the California Code of Regulations would control impacts. With the implementation of these policies and the enforcement of the SDMC Noise Abatement and Control Ordinance, the PEIR found that impacts would be less than significant and no mitigation was required at the program level.

Temporary Construction Noise
Construction Noise
Construction activities related to the implementation of the CPU would potentially generate short-term noise levels in excess of 75 dBA equivalent sound level (L_{eq}) at adjacent properties. The City regulates construction noise and activities through enforcement of SDMC Noise Regulations (e.g., days of the week and hours of operation), and future development would be required to comply with existing regulations due to the proximity of sensitive receivers to potential construction sites. Construction noise would be less than significant.

Vibration – Construction
Pile driving has the potential to generate the highest groundborne vibration levels and is the primary concern for vibratory structural damage when it occurs within critical distances of structures of varying age and/or construction. By implementing administrative controls, such as scheduling construction activities with the highest potential to produce perceptible vibration to hours with the least potential to affect nearby properties, perceptible vibration can be kept to a minimum and, as such, would result in a less than significant impact with respect to perception. However, due to the highly developed nature of the proposed Community Plan area, with existing structures occupying the majority of parcels, pile driving within proximity to existing structures would pose a risk of damage and result in significant and avoidable impacts.

Vibration – Operation
The PEIR found that post-construction operational vibration impacts could result from commercial operations implemented in accordance with the CPU. Future commercial uses constructed in accordance with the CPU would include retail, restaurant, and small office land uses that would not require heavy mechanical equipment that generates groundborne vibration or heavy truck deliveries. Residential and civic uses do not typically generate vibration. Thus, the PEIR determined that operational vibration impacts associated with the project would be less than significant, and no mitigation was required.

Project

Ambient Noise
A Noise Technical Report, attached as Appendix B, was prepared to evaluate whether the project would result in impacts. The findings of the Noise Technical Report are incorporated into this report by reference.

Traffic is the primary source of noise, and trip generation rates were used to estimate the traffic resulting from future development. Maximum trip generation rates would be 6 trips per multi-family dwelling unit with a density of over 20 du/ac, 50 trips per 1,000 square feet of office use, and 150 trips per 1,000 square feet of retail use. These non-residential daily trip generation rates are based on medical office and grocery-beverage uses. All other office and retail land uses would generate less traffic. The future development scenarios and trip generation are summarized in Table 8. As shown in Table 8, compared with the existing zone, the project could result in a decrease of 59,777 daily trips.

Table 8
Modeled Maximum Development Scenarios

Land Use	Total Amount/DU per acre	Trip Generation Rate	Total Trips
Existing Zoning (CO-3-1)			
Multi-Family Residential	699 units/43.55 du/acre	6 trips per unit	4,194
Office	1,188,535 sf	50 trips per 1,000 sf	59,427
Retail	209,741 sf	150 trips per 1,000 sf	31,461
Total Trips			95,082
Proposed Zoning (RM-3-9)			
Multi-Family Residential	1,165 units/72.59 du/acre	6 trips per unit	6,990
Retail	188,767 sf	150 trips per 1,000 sf	28,315
Total Trips			35,305
Difference in Trips			-59,777

Future development allowed by the project could result in noise levels exceeding City noise levels established by the City's SDMC Noise Ordinance. Impacts associated with ambient traffic noise on existing and future ministerial noise-sensitive land uses would remain significant and unavoidable, consistent with the conclusions of the PEIR.

Vehicular Noise

Vehicular Noise – Roads and Freeways

The project site is exposed to vehicle traffic noise from Midway Drive and Barnett Avenue. Future (year 2035) vehicle traffic noise contours are shown in Figure 8, which reflects distances to the roadway noise contours based on an assumed hard, flat site with no intervening barriers or obstructions. As shown, noise levels are projected to be at or below 70 dBA CNEL throughout the project site, a level considered conditionally compatible with multi-family residential, office, and retail land uses.

Future development would be required to demonstrate compliance with applicable local and state interior and exterior noise standards. However, because site-specific development plans or noise attenuation features are currently unknown, compliance with these noise standards cannot be assured at this stage of review. Future development could therefore expose noise-sensitive outdoor areas to levels exceeding applicable standards. Therefore, exterior noise impacts could potentially exceed the applicable land use and noise compatibility levels and would be significant and unavoidable, consistent with the conclusions of the PEIR.

Vehicular Noise – Railroads

The PEIR identifies that railroad noise levels would exceed 60 dBA L_{dn} within 282 feet of the railroad tracks. The project site is approximately 1,600 feet from the Amtrak line that runs adjacent to I-5 to the northeast of the project site. Thus, impacts specifically from rail noise would be less than significant, which would be consistent with the findings of the PEIR.

Airport Compatibility

As shown in Figure 9 (San Diego County Regional Airport Authority 2025), the northeastern portion of the project site is within the 60 to 65 dBA CNEL noise contour, and the southwestern portion is within the 65 to 70 dBA CNEL noise contour. As discussed in the CPU PEIR, per the City's CEQA Significance Determination Thresholds, if a future project implemented under the CPU is within the 60 dBA CNEL contour or greater, the potential exterior noise impacts from aircraft noise would not constitute a significant environmental impact. However, residential development within these contours would be required to incorporate noise attenuation measures to achieve interior noise levels of 45 dBA CNEL.

The Airport Land Use Commission determined that the CPU was conditionally consistent with the ALUCP. As discussed in Section 5.1.3 of the PEIR, future projects would be submitted to the ALUC for project-level consistency determinations until such time as the ALUC determines that the City has incorporated the applicable noise policies and standards of the ALUCP into the SDMC. Future projects would also be required to comply with Title 24 of the California Code of Regulations, which requires submission of an acoustical analysis demonstrating that interior noise levels would not exceed 45 dBA CNEL. Accordingly, impacts associated with aircraft noise would be less than significant, consistent with the conclusions of the PEIR.

Noise Ordinance Compliance

The project could allow for the development of a mixed-use site with residential uses located in proximity to commercial and retail uses. Noise sources associated with commercial and retail uses could include mechanical ventilation equipment, loading docks, and parking lot activity. However, as concluded in the PEIR, adherence to the SDMC Noise Abatement and Control Ordinance would ensure that noise levels generated by future commercial and retail uses do not exceed the applicable limits. Noise impacts would be less than significant, consistent with the conclusions of the PEIR.

Temporary Construction Noise

Construction Noise

Construction noise generated by future development could potentially generate short-term noise levels in excess of the City's Noise Ordinance. As calculated in the CPU PEIR, maximum average hourly construction noise levels would be 83.7 dBA L_{eq} at 50 feet. This is based on the maximum sound level references and utilization factors as recommended by the Federal Transit Administration for detailed assessments. Any development proposed would generally require the same types of construction equipment. As this representative noise level reflects the maximum sound level references recommended by Federal Transit Administration, it conservatively applies to any proposed development. Construction activities would occur throughout the entire project site, with the acoustic center of

construction at roughly the center of the project site. Residential uses are located approximately 210 feet from the center of area A, 290 feet from the center of area B, and 230 feet from the center of area C. Construction noise levels would attenuate to 71.2 dBA L_{eq} at 210 feet, 70.4 dBA L_{eq} at 230 feet, and 68.4 dBA L_{eq} at 290 feet. Construction noise levels are not anticipated to exceed the Noise Abatement and Control Ordinance limit of 75 dBA L_{eq}. This is consistent with the PEIR conclusion that noise levels would be 75 dBA L_{eq} or less at distances of 177 feet or greater. As construction noise would comply with the limit specified in the Noise Abatement and Control Ordinance, construction noise impacts associated with the project would be less than significant, which would be consistent with the findings of the PEIR.

Vibration – Construction

Given the site conditions and height restrictions of the project site, pile driving is not anticipated. As discussed in the PEIR, non-pile driving or foundation work construction phases with the highest potential to produce vibration (such as jackhammering and other power tools) would be intermittent and occur for short periods at a given project site. Compliance with the allowable hours of construction specified in Section 59.5.0404 of the SDMC would ensure that vibration-intensive construction activities would occur during hours with the least potential to affect nearby properties, perceptible vibration can be kept to a minimum, and, as such, would result in a less-than-significant impact with respect to mere perception.

As identified in the PEIR, the vibration thresholds for structural damage range from 0.25 PPV for historic and certain older buildings to 0.5 PPV for modern industrial/commercial buildings. The site is within a developed area, and the adjacent structures are at least 25 feet from the project boundary. Non-pile driving construction equipment, such as large bulldozers, generates vibration level of 0.089 inches per second peak particle velocity at 25 feet. This vibration level would not result in structural damage. Impacts associated with construction vibration would be less than significant.

Vibration – Operation

Future development operations would not be sources of groundborne vibration. Impacts associated with operational vibration would be less than significant, consistent with the conclusions of the PEIR.

Conclusion

Overall, based on the foregoing analysis and information, the project is within the scope of the analysis of the PEIR, and there is no evidence that the project would require a major change to the PEIR. The project would not result in any new, significant impacts, nor would there be a substantial increase in the severity of impacts. Impacts would be consistent with those of the PEIR.

Health and Safety

CPU PEIR

Wildland Fire Risk
The Community Plan area lies within the western portion of the City, which is a highly urbanized area with little to no open space. The PEIR determined that the Community Plan area is not identified in a fire hazard severity zone of state or local responsibility. Future development would be required to adhere to existing regulations and uniformly applied development policies to reduce the risk of wildland fires from surrounding areas. Therefore, impacts associated with wildfire risk were determined to be less than significant, and no mitigation was required.

Hazardous Emissions
Several existing schools and/or day care/educational centers are located within the Community Plan area, and other proposed and/or existing schools may be located within a quarter mile of the project area. While hazardous materials/waste may be disturbed during project activities, implementation of the CPU is expected to result in an overall decrease in the exposure of sensitive receptors to hazardous materials. In accordance with City, state, and federal requirements, construction of new school facilities within a quarter mile of a mapped site would be the responsibility of the individual school district, which would be required to perform a project-level analysis of any potential hazards. With the implementation of existing regulations, impacts on schools from hazardous materials, substances, or waste were determined to be less than significant, and no mitigation was required.

Emergency Plan Consistency
The San Diego County Emergency Operations Plan identifies a broad range of potential hazards and a response plan for public protection which identifies major interstates and highways within San Diego County that could be used as primary routes for evacuation. Two interstates, I-5 and I-8, are directly adjacent to the Community Plan area. The PEIR identified that the CPU would not physically interfere with any known adopted emergency plans. Further, the CPU identified improvements to the existing transportation infrastructure that could reduce evacuation times. Therefore, impacts were determined to be less than significant, and no mitigation was required.

Hazardous Materials Sites
The PEIR documented cases of hazardous material releases within the Community Plan area. Hazardous materials are typically utilized by land uses such as industrial and retail/office.

Federal and state regulations require adherence to specific guidelines regarding the use, transportation, disposal, and accidental release of hazardous materials. In accordance with local, state, and federal requirements, any new development involving contaminated property would require cleanup and/or remediation. Therefore, impacts related to hazardous materials sites and health hazards were determined to be less than significant, and no mitigation was required.

Aircraft Hazards
There are no private airstrips or heliport facilities within the Community Plan area; however, it falls within the AIA for SDIA. The ALUCP for SDIA is designed to safeguard the general welfare of people within the vicinity of the airport. As outlined under Land Use, the CPU was found to be consistent with the ALUCP for SDIA and impacts related to safety hazards for people residing or working in a designated AIA would be less than significant. Therefore, impacts related to the exposure of people or structures to aircraft hazards were determined to be less than significant, and no mitigation was required.

Project

Wildland Fire Risk
While no development is proposed at this time, the project would allow future development consistent with the proposed zone. Since the approval of the CPU, the updated fire hazard severity zone maps for the City were adopted in August 2025. On these updated maps, a portion of the Community Plan area northwest of Rosecrans Street is designated as a Very High Fire Hazard Severity Zone; however, the project site itself is not located within a fire hazard severity zone (City of San Diego 2025). Future development would be required to comply with applicable fire and building regulations, including Chapter 14, Article 5, Division 7, of the SDMC, as well as other uniformly applied development requirements intended to reduce the risk of wildland fires. Therefore, the project would have less than significant impacts related to wildland fires, consistent with the PEIR conclusions.

Hazardous Emissions
While no development is proposed at this time, future development could involve the routine use or transport of hazardous materials. As determined in the PEIR, compliance with applicable hazardous-materials regulations would prevent future development from resulting in substantial hazardous emissions or the handling of acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. As such, impacts related to hazardous emissions near existing or proposed schools would be less than significant, which is consistent with the findings of the PEIR.

Emergency Plan Consistency
While no specific development is proposed at this time, a Hazard and Evacuation Evaluation was prepared to address the future development scenario that would generate the greatest number of on-site vehicles requiring evacuation (Appendix C). This scenario would include 1,165 residential units, 182,767 square feet of retail space (e.g., food, beverage, and grocery uses), and 6,000 square feet of eating and drinking establishment use (2,000 square feet per area). The eating and drinking establishments were added to the analysis because these types of land uses produce the greatest number of vehicles at 12.8 vehicles per 1,000 square feet. Table 9 compares vehicle generation resulting from the existing and proposed zoning.

Table 9 Vehicle Generation Comparison Table			
Category	Existing Zoning (CO-3-1)	Proposed Zoning (RM-3-9)	Comparison of Proposed over Existing
Residential (DU)	699 DU	1,165 DU	+466 DU
Residential Vehicles (2 vehicles per DU)	1,398 vehicles	2,330 vehicles	+932 vehicles
Retail/Commercial (GFA)	209,741 sf	182,767 sf	-26,704 sf
Retail/Commercial Vehicles	902 vehicles	786 vehicles	-116 vehicles
Eating and Drinking Establishments (GFA)	0	6,000 sf	+6,000 sf
Eating and Drinking Establishment Vehicles	0	77 vehicles	+77 vehicles
Office (GFA)	1,188,535 sf	0 sf	-1,188,535 sf
Office Vehicles	5,111 vehicles	0 vehicles	-5,111 vehicles
Total Vehicles	7,411 vehicles	3,193 vehicles	-4,218 vehicles (-57%)
DU = dwelling unit; GFA = gross floor area			

As shown on Table 9, the most impactful future project could generate the need to evacuate 4,218 (57 percent) fewer vehicles than would need to be evacuated under the most impactful development scenario under existing conditions. This project site is served by an existing transportation network with multiple nearby major transportation corridors, including Pacific Highway, I-5, and I-8. Based on the assumptions and analysis provided in the Hazard and Evacuation Evaluation (Appendix C), the project would not conflict with an evacuation plan. Impacts related to evacuation plans would be less than significant, consistent with the findings of the PEIR.

Hazardous Materials Sites

A review of available regulatory databases identified no recorded hazardous waste or known contamination sites within the project site (California Department of Toxic Substances Control 2026). Therefore, future development in accordance with the project would not expose people or structures to hazardous materials from a known hazardous materials site. Although development plans are not known at this time, future development would be required to comply with federal and state regulations related to hazardous materials. Therefore, impacts would be less than significant, consistent with the PEIR.

Aircraft Hazards

The project site is within the AIA of the SDIA and the NAS North Island. For SDIA, the project site is within both the 60–65 dBA CNEL and 65–70 dBA CNEL and the noise contours and overflight notification area boundary, but it is not within the safety zones of the airport. The overflight notification area requires residents to be notified of the effects of aircraft overflight (San Diego County Regional Airport Authority 2025). For NAS North Island, the project site is within the airspace protection boundary, which means building height would be limited to avoid interference with aircraft. Because any future project would be required to follow airport land use plans and notification requirements, the project would not result in significant hazards related to aircraft. Impacts would be less than significant, consistent with the conclusions of the PEIR.

Conclusion

Overall, based on the foregoing analysis and information, the project is within the scope of the analysis of the PEIR, and there is no evidence that the project would require a major change to the PEIR. The project would not result in any new, significant impacts, nor would there be a substantial increase in the severity of impacts. Impacts would be consistent with those of the PEIR.

Hydrology and Water Quality

CPU PEIR

Flooding and Drainage
The PEIR determined that all development under the CPU would be subject to drainage and floodplain regulations in the SDMC and required to adhere to the City's Drainage Design Manual and Storm Water Standards Manual. Therefore, the PEIR found that future development would result in reduced surface runoff volume and rates within the CPU when compared to existing conditions. The PEIR found that impacts related to flooding and drainage would be less than significant, and no mitigation was required.

Water Quality
The PEIR found that future development under the CPU would be required to implement low-impact development (LID) and storm water BMPs into the project design to address the potential for transport of pollutants of concern through retention or filtration. The implementation of LID practices and storm water BMPs would reduce the amount of pollutants transported from the Community Plan area to receiving waters. The PEIR found that impacts related to water quality would be less than significant, and no mitigation was required.

Groundwater
The CPU lies within two watersheds: the San Diego River watershed and the San Diego Mission Bay watershed. As described in the PEIR, most of the groundwater in the region has been extensively developed, and the availability of potential future uses of groundwater resources is limited. Groundwater within the Point Loma hydrologic area of the Pueblo San Diego hydrologic unit (in the San Diego River watershed) is exempt from municipal and domestic supply beneficial use as it was determined by the 1989 Regional Water Quality Control Board's Resolution No. 89-33 that this area does not support municipal and domestic supply (San Diego Regional Quality Control Water Board 1989). Groundwater within the Mission San Diego hydrologic subarea of the Lower San Diego hydrologic area of the San Diego hydrologic unit (in the San Diego Mission Bay watershed) has a potential beneficial use for municipal and domestic supply and existing beneficial uses for agricultural supply, industrial service supply, and industrial process supply. The PEIR determined that storm water regulations encouraging infiltration of storm water runoff and protection of water quality would protect the quality of groundwater resources and support infiltration where appropriate. Thus, the PEIR determined that implementation of the CPU would result in a less than significant impact on groundwater supply and quality, and no mitigation was required.

Project

Flooding and Drainage

While no development is proposed at this time, the project would allow for development of the project site with residential and potentially with commercial land uses. Based on the provisions of the City's SDMC, all ministerially allowed land uses would present similar hydrological scenarios at buildout. Under either the proposed or existing zoning, future development projects would be required to comply with the SDMC and the City's Drainage Design Manual and the Storm Water Standards Manual. Compliance with these requirements, including preparation of site-specific drainage management plans, as applicable, would ensure that adequate drainage facilities are provided and that future development does not exacerbate existing flooding conditions. Therefore, the project would result in less than significant impacts, which would be consistent with the PEIR.

Water Quality

The project is a proposed GPA, CPA, and rezone of the project site. While no development is proposed at this time, the project would allow for development of the project site with residential and potentially with commercial land uses. Based on the provisions of the City's SDMC, all the ministerially allowed land uses would present similar hydrological scenarios at buildout. Under either the proposed or existing zoning, future development projects would be required to incorporate site-specific LID measures and storm water BMPs into project designs to address the potential for transport of pollutants of concern through retention or filtration. These measures are required by the City's Municipal Separate Storm Sewer System Permit (MS4 Permit), issued by the San Diego Regional Water Quality Control Board, which states that all development and redevelopment projects must implement storm water source control and site design practices to minimize the generation and transportation of pollutants. The implementation of LID practices and storm water BMPs would reduce the amount of pollutants transported from the project site to receiving waters. Therefore, impacts related to water quality would be less than significant, which would be consistent with the findings of the PEIR.

Groundwater

The project site is currently developed with buildings, older foundations, paved parking lots, and private driveways. Other than the landscaped areas of the newer residential buildings in areas A and B, there is little area available for groundwater infiltration. The project is a proposed GPA, CPA, and rezone of the project site. While no development is proposed at this time, the project would allow for development of the project site with residential and potentially with commercial land uses. Development under the proposed zoning would be similar to what is currently allowed on the project site in terms of the intensity and type of development. Under either the existing or proposed zoning, the maximum development scenario would provide limited area for groundwater infiltration. However, under the existing or proposed zoning, storm water regulations encouraging infiltration of storm water runoff and protection of water quality would protect the quality of groundwater resources and support infiltration where appropriate. Because the site is already substantially developed and impervious, future development would not substantially reduce groundwater recharge. Compliance with applicable stormwater requirements would also minimize the transport of pollutants to groundwater. The project would not cause storm water runoff that

could cause substantial conveyance of contaminants to ground water supplies. The project would have less than significant impacts related to groundwater quality, consistent with the PEIR.

Conclusion

Overall, based on the foregoing analysis and information, the project is within the scope of the analysis of the CPU PEIR, and there is no evidence that the project would require a major change to the CPU PEIR. The project would not result in any new, significant impacts, nor would there be a substantial increase in the severity of impacts from that described in the CPU PEIR.

Visual Effects and Neighborhood Character

CPU PEIR

Scenic Vistas
The PEIR determined that implementation of the CPU would not result in substantial alteration or blockage of public views or scenic highways from critical view corridors, designated open space areas, public roads, or public parks; new development within the community would take place within the constraints of the existing urban framework and development pattern. As such, the PEIR determined that future development would not substantially impact public view corridors and viewsheds along public right-of-way. Therefore, the PEIR found that public view impacts would be less than significant, and no mitigation was required.

Neighborhood Character
The CPU includes policies that encourage residential and mixed-use development that would be consistent with and improve the existing neighborhood character. Therefore, the PEIR determined that impacts related to neighborhood character would be less than significant, and no mitigation was required.

Distinctive or Landmark Trees
The PEIR identifies one tree in the Community Plan area as having historical importance: an olive tree located west of the intersection of Midway Drive and Rosecrans Street. The olive tree was planted as part of an effort by the San Diego Historical Society to mark the La Playa Trail, which was also known as an ancient Kumeyaay path. The La Playa Trail is considered the oldest European Trail on the Pacific Coast and was marked by the San Diego Historical Society in the early 1930s. A four-foot-high concrete marker was placed in six locations, with olive trees planted at half-mile intervals along the trail. The PEIR determined that there are protective measures for the existing olive tree, and the implementation of the CPU would prevent the loss of existing mature trees except as required because of tree health or public safety. Implementation of the CPU would not result in the loss of any distinctive or landmark trees, or any stand of mature trees; therefore, the PEIR determined that impacts related to distinctive or landmark trees would be less than significant, and no mitigation was required.

Landform Alteration
The PEIR determined that implementation of the CPU would result in less than significant impacts related to landform alteration as the area is already largely developed. Thus, the PEIR determined that impacts related to landform alteration would be less than significant, and no mitigation was required.

Light and Glare
The Community Plan area is a developed urban community. Sources of light currently include those typical of an urban community, such as building lighting for residential and non-residential land uses, roadway infrastructure lighting, and signage. Future development implemented in accordance with the CPU would necessitate the use of additional light fixtures and may contribute to existing conditions of light and glare. Lighting policies within the CPU Urban Design Element supports pedestrian-oriented street lighting with appropriate shielding and low heights to minimize light spillage. Other proposed policies use design measures for signage and materials that would reduce glare without negatively impacting visibility. These policies would support existing lighting regulations in the SDMC. Outdoor lighting is regulated by Section 142.0740 of the SDMC. Section 142.0730 of the City's SDMC regulates glare. Section 142.0730 limits a maximum of 50 percent of the exterior of a building to be composed of reflective material that has a light reflectivity factor greater than 30 percent. With requisite implementation of both the CPU and General Plan/SDMC regulations, as well as requirement of the MHPA Land Use Adjacency Guidelines, the PEIR determined that lighting and glare impacts were less than significant, and no mitigation was required.

Project

Scenic Vistas
The project site is currently developed with buildings, older foundations, paved parking lots, and private driveways. It does not contain, nor is it adjacent to, any public viewpoints, and the nearest eligible scenic highway is I-5, is more than 2,000 feet east of the project site (California Department of Transportation 2026). There are also no designated view corridors, open space areas, public roads, or public parks providing scenic views from the project site. The project is a proposed GPA, CPA, and rezone of the project site. While no development is proposed at this time, the project would allow for the potential development of the project site. The existing zoning (CO-3-1) allows development with an FAR of up to 3.0 (2.0 base FAR plus a 1.0 additional FAR when residential uses are included). The proposed zoning (RM-3-9) would allow future development with an FAR of up to 2.7, indicating that the project would allow slightly less intensive development than those allowed under the existing zoning. Potential building height would be slightly greater under the proposed zoning (up to 60 feet) than under the existing zoning (up to 50 feet).

Overall, the development consistent with the project would be similar in type compared to development allowed under the existing land use and zoning provisions. Additionally, both the existing and proposed zoning would allow development that is consistent with the surrounding area. Although development plans are not known at this time, future development of the project site consistent with the proposed zoning would not cause

changes to obstruct or otherwise adversely affect any scenic vistas. Impacts to scenic vistas would be less than significant, consistent with the PEIR.

Neighborhood Character
The project would allow for development of the project site with residential and commercial land uses consistent with the policies of the CPU. Future development under the existing or proposed zoning would be required to comply with applicable design guidelines and policies identified in the Urban Design Element of the CPU. These include policies to improve neighborhood connectivity and pedestrian-oriented development (UD-1.1 through UD-1.3); the streetscape and public realm design and lighting (UD-2.1 through US-2.13); urban greening, storm water quality, landscaping, and street trees (UD-3.1 through UD-3.15); gateways and entry points (UD-4.1 through UD-4.6); wayfinding (UD-5.1); building and site design (UD-6.1 through UD-6.30); lighting (UD-7.1 through UD-7.8); and sustainable design (UD-8.1 through UD-8.14). Compliance with this policy framework would ensure that future projects would be consistent with the existing neighborhood character. Therefore, the project would have less than significant impacts related to neighborhood character, consistent with the PEIR.

Distinctive or Landmark Trees
The project site does not contain any distinctive or landmark trees as identified in the CPU. Although development plans are not known at this time, future development of the project site in accordance with the project would not cause the removal of distinctive or landmark trees. Therefore, impacts would be less that significant, consistent with the PEIR.

Landform Alteration
The project site, like most of the Community Plan area, is largely developed with urban land uses. The project would allow for development of a previously developed (and partially developed) area; it would not substantially alter existing landform. Impacts related to landform alteration would be less than significant, consistent with the PEIR.

Light and Glare
While no development is proposed at this time, future development consistent with the project could include sources of light and glare typical of an urban community. As described in the PEIR, lighting policies within the adopted CPU Urban Design Element support pedestrian-oriented street lighting with appropriate shielding and low heights to minimize light spillage. Other policies require design measures for signage and materials that would reduce glare without negatively impacting visibility. These policies would support existing lighting regulations in the SDMC (Sections 142.0740 and142.0730). Compliance with the existing policy and regulatory frameworks would ensure that future development would not create substantial new sources of light and glare. Therefore, impacts related to light and glare would be less than significant, consistent with the PEIR.

Conclusion

Overall, based on the foregoing analysis and information, the project is within the scope of the analysis of the PEIR, and there is no evidence that the project would require a major

change to the PEIR. The project would not result in any new, significant impacts, nor would there be a substantial increase in the severity of impacts from that described in the PEIR.

Air Quality

CPU PEIR

Conflict with an Air Quality Plan
The PEIR disclosed that the net increase in construction and operational emissions under the CPU, compared with the adopted 1991 Community Plan, would not result in the generation of criteria air pollutants exceeding any thresholds. Thus, the emissions associated with the CPU were already accounted for in the Regional Air Quality Strategy (RAQS), and adoption of the CPU would not conflict with the RAQS. Thus, the PEIR determined that impacts related to conflicts with applicable air quality plans were less than significant, and no mitigation was required.

Air Quality Standards
Regarding construction emissions, the PEIR determined that construction air emissions associated with an intensive year of buildout of individual projects under the CPU would not exceed any applicable screening-criteria thresholds. Thus, the PEIR concluded that construction emissions would be less than significant and that no mitigation was required.

The net increase in operational emissions associated with the CPU, when compared to the 1991 Community Plan, would not exceed the applicable screening-criteria thresholds. The buildout of the CPU would not significantly increase air pollutants in the region, would not further increase the frequency of existing violations of National Ambient Air Quality Standards or California Ambient Air Quality Standards, nor would it result in new exceedances. Therefore, the PEIR concluded that operational air quality impacts associated with implementing the CPU were less than significant and that no mitigation was required.

Substantial Pollutant Concentrations
Regarding impacts to sensitive receptors, the PEIR determined that implementation of the project would not result in any carbon monoxide hotspots. The CPU contains policies related to the siting of land uses and air quality, and implementation was found to be consistent with the goals of the CARB handbook. Thus, the PEIR determined that air quality impacts on sensitive receptors were less than significant, and no mitigation was required.

Odors
The CPU did not propose land uses associated with the generation of adverse odors. Further, San Diego Air Pollution Control District rules prohibit the emission of any material that causes a nuisance to a considerable number of persons or endangers the comfort, health, or safety of the public. Therefore, the PEIR concluded less than significant impacts associated with odors, and no mitigation was required.

Project

Conflict with an Air Quality Plan
No development is proposed at this time; however, future development would occur consistent with the project. An Air Quality Technical Report was prepared for the project, included as Appendix D and incorporated by reference in this air quality analysis section.

The project's potential daily trip generation under the existing and proposed zoning is compared in Table 10. Buildout of the project site under proposed zoning would result in 59,777 fewer daily trips than buildout under the existing zoning. Although the proposed zoning would allow 466 additional residential units, it would eliminate the office component and reduce the amount of retail development allowed on the site. As a result, the proposed zoning would generate approximately 35,305 daily trips, compared to 95,082 daily trips under the existing zoning—a reduction of approximately 63 percent. Because mobile sources are a primary source of operational emissions, this reduction in daily trips would correspondingly reduce emissions generated by future development.

Table 10
Modeled Maximum Development Scenarios

Land Use	Amount	Trip Generation Rate	Total Trips
Existing Zoning (CO-3-1)			
Multi-Family Residential	699 units	6 trips per unit	4,194
Office	1,188,535 sf	50 trips per 1,000 sf	59,427
Retail	209,741 sf	150 trips per 1,000 sf	31,461
Total Trips			95,082
Proposed Zoning (RM-3-9)			
Multi-Family Residential	1,165 units	6 trips per unit	6,990
Retail	188,767 sf	150 trips per 1,000 sf	28,315
Total Trips			35,305
Difference in Trips			-59,777

Table 11 summarizes projected maximum daily construction for each criteria pollutant under both the existing and proposed zoning and compares emissions to the City's screening-level thresholds. Construction activities under either the existing or proposed most-impactful scenarios (for both summer and winter conditions) would not exceed the City's screening-level thresholds. As shown in Table 11, maximum daily emissions under the proposed zoning would also be equal to or lower than those generated under the existing zoning for every criteria pollutant. Thus, future construction allowed under the proposed zoning would not result in a new threshold exceedance or increase construction emissions compared to development allowed under the existing zoning. The CalEEMod output files for development under the existing zoning are presented in Attachment 1 of Appendix D. The CalEEMod output files for development under the proposed zoning are presented in Attachment 2 of Appendix D.

Table 11 Maximum Daily Construction Emissions						
Scenario/Year	Emissions (pounds per day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Existing Zoning (CO-3-1)						
Summer						
2027	5	21	56	<1	11	3
2028	126	21	62	<1	12	3
Maximum Daily Emissions[1]	**126**	**21**	**62**	**<1**	**12**	**3**
City Screening Level Threshold	*137*	*250*	*550*	*250*	*100*	*67*
Exceeds Threshold?	*No*	*No*	*No*	*No*	*No*	*No*
Winter						
2027	5	41	52	<1	25	5
2028	126	22	57	<1	12	3
Maximum Daily Emissions[1]	**126**	**41**	**57**	**<1**	**25**	**5**
City Screening Level Threshold	*137*	*250*	*550*	*250*	*100*	*67*
Exceeds Threshold?	*No*	*No*	*No*	*No*	*No*	*No*
Proposed Zoning (RM-3-9)						
Summer						
2027	4	16	52	<1	9	2
2028	97	17	58	<1	10	3
Maximum Daily Emissions[1]	**97**	**17**	**58**	**<1**	**10**	**3**
City Screening Level Threshold	*137*	*250*	*550*	*250*	*100*	*67*
Exceeds Threshold?	*No*	*No*	*No*	*No*	*No*	*No*
Winter						
2027	4	41	48	<1	25	5
2028	97	17	53	<1	10	3
Maximum Daily Emissions[1]	**97**	**41**	**53**	**<1**	**25**	**5**
City Screening Level Threshold	*137*	*250*	*550*	*250*	*100*	*67*
Exceeds Threshold?	*No*	*No*	*No*	*No*	*No*	*No*
Difference (Proposed Zoning – Existing Zoning)						
Summer Maximum Daily Emissions	-29	-4	-4	-<1	-2	-<1
Winter Maximum Daily Emissions	-29	0	-4	0	0	0

ROG = reactive organic gas; NO_x = nitrous oxide; CO = carbon monoxide; SO_2 = sulfur dioxide; PM_{10} = particulate matter with a diameter of 10 micrometers or less; $PM_{2.5}$ = particulate matter with a diameter of 2.5 micrometers or less.

[1] Emissions were rounded to the nearest whole number. Emissions reported as <1 indicate that emissions were calculated to be less than 0.5 pound per day.

Table 12 provides a summary of the operational emissions generated by the most impactful development scenarios under both the existing and proposed zoning. Operation under either the existing or proposed most-impactful scenarios (for both summer and winter conditions) would not exceed the City's screening-level thresholds. Under the existing zoning, maximum operational emissions would exceed the City's screening-level thresholds for reactive organic gas, carbon monoxide, and particulate matter with a diameter of 10 micrometers or less. In contrast, operational emissions under the proposed zoning would remain below the applicable threshold for every criteria pollutant under both summer and winter conditions. The proposed zoning would reduce maximum daily emissions for each pollutant compared to the existing zoning, with the exception of pollutants for which winter emissions would remain unchanged. These reductions are primarily attributable to the

substantially lower vehicle-trip generation under the proposed zoning. The CalEEMod output files for development under the existing zoning are presented in Attachment 1 of Appendix D. The CalEEMod output files for development under the proposed zoning are presented in Attachment 2 of Appendix D.

Table 12
Daily Operational Emissions

Scenario/Source	Emissions (pounds per day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Existing Zoning (CO-3-1)						
Summer						
Mobile	225	85	902	2	182	47
Area	61	1	101	<1	<1	<1
Energy	1	12	9	<1	1	1
Total Daily Emissions[1]	**287**	**98**	**1,012**	**2**	**183**	**48**
City Screening Level Threshold	*137*	*250*	*550*	*250*	*100*	*67*
Exceeds Threshold?	*Yes*	*No*	*Yes*	*No*	*Yes*	*No*
Winter						
Mobile	223	94	931	2	182	47
Area	48	<1	<1	<1	<1	<1
Energy	1	12	9	<1	1	1
Total Daily Emissions[1]	**271**	**106**	**940**	**2**	**183**	**48**
City Screening Level Threshold	*137*	*250*	*550*	*250*	*100*	*67*
Exceeds Threshold?	*Yes*	*Yes*	*No*	*No*	*Yes*	*No*
Proposed Zoning (RM-3-9)						
Summer						
Mobile	84	32	335	1	68	17
Area	39	1	75	<1	<1	<1
Energy	<1	2	1	<1	<1	<1
Total Daily Emissions[1]	**122**	**35**	**411**	**1**	**68**	**18**
City Screening Level Threshold	*137*	*250*	*550*	*250*	*100*	*67*
Exceeds Threshold?	*No*	*No*	*No*	*No*	*No*	*No*
Winter						
Mobile	83	35	346	1	68	17
Area	32	<1	<1	<1	<1	<1
Energy	<1	2	1	<1	<1	<1
Total Daily Emissions[1]	**115**	**37**	**347**	**1**	**68**	**18**
City Screening Level Threshold	*137*	*250*	*550*	*250*	*100*	*67*
Exceeds Threshold?	*No*	*No*	*No*	*No*	*No*	*No*
Difference (Proposed Zoning – Existing Zoning)						
Summer Total Daily Emissions	-164	-63	-602	-1	-115	-30
Winter Total Daily Emissions	-157	-69	-593	-1	-115	-30

ROG = reactive organic gas; NO_x = nitrous oxide; CO = carbon monoxide;
SO_2 = sulfur dioxide; PM_{10} = particulate matter with a diameter of 10 micrometers or less;
$PM_{2.5}$ = particulate matter with a diameter of 2.5 micrometers or less.
[1] Emissions were rounded to the nearest whole number. Emissions reported as <1 indicate that emissions were calculated to be less than 0.5 pound per day.

As shown in Table 12, future development of the project site under the most-impactful scenario allowed by the proposed RM-3-9 zone would result in fewer operational air

emissions than the most-impactful scenario in accordance with the existing CO-3-1 zone. In addition, unlike development under the existing zoning, development under the proposed zoning would not exceed any of the City's operational screening-level thresholds.

Overall, as summarized in Tables 11 and 12, construction and operational emissions generated by the future development allowed under the RM-3-9 zone would be less than emissions generated by development allowed under the existing zone. Therefore, the project would be consistent with the growth projections accounted for in the RAQS and would thus not obstruct or conflict with implementation of the RAQS. Impacts would be considered less than significant, consistent with the conclusions of the PEIR.

Air Quality Standards
While no development is proposed at this time, future development of the project site would be allowed under the project. As described above under "Conflict with Air Quality Plan," emissions generated by the future development allowed under the proposed RM-3-9 zone would be fewer than those of the existing CO-3-1 zone. As shown in Tables 11 and 12, construction and operational emissions under the proposed zoning would remain below the City's screening-level thresholds. Therefore, air emissions from build-out of the project site in accordance with the project would not significantly increase air pollutants in the region, would not further increase the frequency of existing violations of National Ambient Air Quality Standards or California Ambient Air Quality Standards, or would not result in new exceedances. Therefore, the project would result in less than significant impacts, consistent with the conclusions of the PEIR.

Substantial Pollutant Concentrations
While no development is proposed at this time, the project would allow for development consistent with the project. As described above under "Air Quality Standards," development under the proposed zoning would reduce daily vehicle trips compared to the existing zone. Therefore, the project would not create a carbon monoxide hotspot. Construction-related emissions under the proposed zoning would be similar to or reduced compared to those under the existing zoning, and given the temporary nature of construction and the highly dispersive nature of diesel particulate matter, construction-related impacts would be less than significant. As acknowledged in the PEIR, stationary sources would be regulated through permits issued by the San Diego Air Pollution Control District; however, no such uses are permitted under the proposed RM-3-9 zone. Lastly, the project site is not located within 500 feet of a freeway. Thus, impacts on sensitive receptors would be less than significant, consistent with the CPU PEIR's conclusions.

Odors
Sensitive receptors near the project site include residential uses; however, exposure to odors associated with project construction would be short-term and temporary in nature. Further, odors generated during future construction activities would be localized and generally confined to the immediate vicinity of the construction. Construction-related odors would be less than significant. Additionally, the future uses permitted under the proposed RM-3-9 zoning would be similar to those allowed under the existing CO-3-1 zoning and are not anticipated to be an operational source of odors. Thus, the project would not generate objectionable odors that would affect a substantial number of people. Thus, impacts

associated with odors would be less than significant, consistent with the conclusions of the PEIR.

Conclusion

Overall, based on the foregoing analysis and information, the project is within the scope of the analysis of the PEIR, and there is no evidence that the project would require a major change to the PEIR. The project would not result in any new, significant impacts, nor would there be a substantial increase in the severity of impacts from those described in the PEIR.

Greenhouse Gas Emissions

CPU PEIR

Greenhouse Gas Emission
In the PEIR, the CPU's GHG emissions were compared to emissions assumed under the previously adopted 1991 Community Plan. The PEIR found that the CPU would increase total annual GHG emissions compared to the 1991 Community Plan largely because it would have added 1,230 multi-family dwelling units. However, most of the new units would be located within or near community villages (Sports Arena and Dutch Flats Community Villages) and TPAs. The PEIR found that this would have supported the City's CAP and City of Villages strategy by concentrating growth near transit, pedestrian, and bicycle-friendly areas. Although the PEIR determined that total GHG emissions would increase due to added population and development, emissions on a per-capita basis would decrease and remain consistent with the City's climate goals. Therefore, the increase in GHG emissions were considered part of implementing the City's planned growth and climate strategies, and the project's GHG impacts were found to be less than significant.

Conflicts with Plans and Polices
The PEIR found that the CPU was generally consistent with state climate plans, including California's Scoping Plan, because it found that future construction would be required to comply with the mandatory building standards of the California Green Building Standards Code (Title 24, Part 11) and other efficiency-related regulations. It was also found to be consistent with regional planning goals in SANDAG's 2015 Regional Plan because it was found to support compact, walkable, bike-friendly, transit-oriented development. By reinforcing transit corridors, bicycle lanes, mixed-use villages, and non-automobile mobility options, the CPU was found to align with regional sustainable communities strategies.

The PEIR also found that the CPU promotes transit-oriented development near community villages, neighborhood villages, transit corridor villages, and TPAs by encouraging coordination with the Metropolitan Transit System and SANDAG, improving transit access, supporting rapid bus service, and enhancing pedestrian and bicycle mobility. The CPU was also found to support the City's CAP strategies related to zero waste and climate resiliency. The PEIR identifies the CPU as supporting recycled and renewable building materials, recycling of construction materials, green roofs, rooftop gardens, increased tree canopy, water conservation, energy efficiency, and sustainable development practices. Because the CPU was found to be consistent with the City's CAP and would have implemented its five

main strategies, the PEIR concluded that it would not conflict with GHG emissions reduction plans, policies, or regulations. Therefore, GHG-related impacts were found to be less than significant.

Project

The *Greenhouse Gas Addendum for the Fairfield Residential Rezone Project* was prepared for the project and included herein by reference as Appendix E to this Addendum. Since the adoption of the CPU and certification of the PEIR, the City adopted the 2022 CAP Update to the 2015 CAP. The CAP Update set a goal of achieving net-zero GHG emissions by 2035 through updated strategies, measures, and actions. Concurrently, with the CAP Update, the City adopted the CAP Consistency Regulations, which replaced the CAP Consistency Checklist and updated the City's CEQA Significance Determination Threshold for GHG Emissions to reflect the updated CAP and regulatory framework. The six strategies outlined in the CAP Update are as follows:

Strategy 1: Decarbonization of the Built Environment
Strategy 2: Access to Clean & Renewable Energy
Strategy 3: Mobility & Land Use
Strategy 4: Circular Economy & Clean Communities
Strategy 5: Resilient Infrastructure and Healthy Ecosystems
Strategy 6: Emerging Climate Actions

The method for determining significance depends on whether the action requires plan, policy, or project-level environmental analysis. Specifically, the significance of GHG emissions is determined by land-use consistency and compliance with the CAP Consistency Regulations. The following analysis addresses the project and plan-level requirements.

GHG Emissions – Project Level

As outlined in the City's Significance Determination Thresholds, the first step is to assess the project's consistency with the growth projections used in the development of the CAP. The project includes a GPA, CPA, and rezone that would allow a higher density than what was assumed in the CPU, within a TPA. Although no physical development is currently proposed, the project would be inconsistent with the existing land use and zoning designations, as well as the associated growth projections.

Because the proposed GPA, CPA, and rezone would increase density within a TPA, the project's cumulative GHG emissions impact would not be considered significant under the City's Significance Determination Thresholds. Future development allowed under the project would be consistent with the proposed zoning and land use redesignation and, therefore, with the growth projections. Further, future development would be required to comply with the CAP Consistency Regulations (SDMC Chapter 14, Article 3, Division 14). Therefore, the project would not result in a significant, cumulatively considerable impact associated with GHG emissions, and impacts would be less than significant, consistent with the PEIR.

The second step outlined in the City's Significance Determination Thresholds is to determine whether the project is consistent with the CAP strategies and the regulations set forth in SDMC Chapter 14, Article 3, Division 14. For plan and policy-level environmental documents, this is addressed through project consistency with General Plan Policies LU-A.9, ME-D.17, CE-J.2, and CE-J.3, as well as the six CAP strategies listed above. Appendix E provides a detailed assessment of the project's consistency with the CAP strategies and regulations set forth in SDMC Chapter 14, Article 3, Division 14. In summary, the project would be consistent with the CAP growth projections, applicable General Plan policies, CAP strategies, and CAP Consistency Regulations. Thus, impacts related to GHG emissions would be less than significant, which is consistent with the conclusions of the CPU PEIR.

Conflicts with Plans and Policies

The project would be consistent with the CARB's Scoping Plan, SANDAG's Regional Transportation Plan/Sustainable Communities Strategy, and the City's CAP for the reasons outlined in the PEIR, described below, and evaluated in Appendix E. Future development would be required to implement all mandatory energy efficiency and green building measures under Title 24 and the California Green Building Standards Code. The project would also support infill residential development near transit, consistent with state and regional strategies, to reduce vehicle travel and associated GHG emissions.

The project site is located within a TPA and is less than one mile from the Old Town Transit Center that offers bus, trolley, and train transportation services. A bus stop for Route 10 is located at the corner of Pacific Highway and Enterprise Street, approximately 0.2 miles from the project site, and a bus stop for Route 28 is located at the Loma Square shopping center near the intersection of Midway Drive and Rosecrans Street, approximately 0.4 miles from the project site. Both of these routes connect a short distance to the Old Town Transit Center. Thus, the project would be consistent with the goals of the SANDAG Regional Transportation Plan/Sustainable Communities Strategy and smart growth principles. Additionally, as discussed above, the project is consistent with the City's CAP. Therefore, the project would not conflict with the City's CAP or any other applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions, and impacts would be less than significant, consistent with the PEIR.

Conclusion

Overall, based on the foregoing analysis and information, the project is within the scope of the analysis of the PEIR, and there is no evidence that the project would require a major change to the PEIR. The project would not result in any new, significant impacts, nor would there be a substantial increase in the severity of impacts from those described in the PEIR.

Public Services and Facilities

CPU PEIR

Police Protection
The PEIR found that implementing the CPU would increase overall population, which could create demand for additional police protection services and require the expansion and/or construction of new facilities. However, as future development is proposed in the Community Plan area, individual projects would be subject to applicable Developer Impact Fees for public facilities financing in accordance with SDMC 142.0640. No new police facilities were identified despite the population growth anticipated with the implementation of the CPU. Therefore, the PEIR determined that impacts related to the expansion and/or construction of new facilities would be less than significant, and no mitigation was required.

Parks and Recreation
The PEIR acknowledged the existing and projected deficit in population-based parks and recreational facilities in the Community Plan area. The PEIR determined this was an adverse impact, but it was not considered a significant physical impact at the program level. Implementation of the CPU provides policy support for increasing the acreage of population-based parks and recreational facilities within the plan area, but it did not propose the design and construction of new facilities. Thus, the PEIR determined that implementation of the CPU resulted in a less than significant impact related to parks and recreation facilities, and no mitigation was required.

Fire/Life Safety Protection
The PEIR found that implementation of the CPU would increase overall population to the extent that would result in changes to fire-rescue response times and demand that may require the construction of new or expanded facilities. The CPU includes a comprehensive Impact Fee Study that identified public facilities needed to serve the community, including funding for the fire/life safety facilities. The Impact Fee Study, adopted with the CPU, included the potential to expand and replace Fire Station 20, however, no development plans were provided or in process. Therefore, impacts related to the expansion/construction of new facilities would be less than significant, and no mitigation was required.

Libraries
The PEIR identified that the CPU did not include the construction of library facilities, and facility needs would have been met within the Community Plan area. Therefore, impacts related to library facilities were determined to be less than significant, and no mitigation was required.

Schools
The PEIR determined that the projected residential development within the CPU would be required to pay school fees as outlined in Government Code Section 65995, Education Code Section 53080, and Senate Bill 50 to mitigate any potential impact on schools within a school district. The City is legally prohibited from imposing any additional mitigation related to school facilities under Senate Bill 50, and school districts would be responsible for any

potential expansion or development of new facilities. Therefore, the PEIR determined that the impacts on schools were less than significant, and no mitigation was required.

Project

Police Protection
While no development is proposed at this time, the project would allow an additional 466 residential units; resulting in an anticipated population increase of approximately 1,092 people. SDPD provided input on police services and facilities for the project in a letter dated October 2025 (Appendix F). The project would be served by SDPD Western Division, located at 5215 Gaines Street, approximately 2.2 miles northeast of the site. The SDPD Western Division station is currently staffed with 126 sworn personnel. The SDPD does not staff individual stations based on ratios of sworn officers per 1,000 population ratio. The city is currently budgeted for approximately 1.48 officers per 1,000 population ratio and the SDPD's current staffing ratio of 1.34 officers per 1,000 residents is based on a 2024 estimated residential population of 1,388,996 people.

The SDPD currently uses a five level priority calls dispatch system, which includes priority E (Emergency), one, two, three and four. The calls are prioritized by the phone dispatcher and routed to the radio operator for dispatch to the field units. Priority "E" and priority one calls involve serious crimes in progress or those with a potential for injury. Priority Two calls include vandalism, disturbances and property crimes. Priority Three includes calls after a crime has been committed, such as cold burglaries and loud music. Priority Four include calls include parking complaints or lost and found reports.

The SDPD response time goals are 7 minutes for emergency calls, 14 minutes for priority one calls, 27 minutes for priority two calls, 80 minutes for priority three calls and 90 minutes for priority four calls. The citywide average response times were 6.7 minutes for emergency calls, 23.7 minutes for priority one calls, 68.7 minutes for priority two calls, 108.8 minutes for priority three calls and 92.5 minutes for priority four calls. The SDPD strives to maintain the response time goals as one of various other measures used to assess the level of service to the community.

Although the project would result in additional residents and new housing that would require police services, the additional population would be in an area currently served by the existing police division and the project would not require the construction of new or expanded facilities or improvements. SDPD has indicated there are no plans for additional police substations in the immediate area. Police response times in this community will continue to increase with the build-out of community plans and the increase of traffic generated by new growth. Ongoing funding for staffing and operational costs would continue to be provided through the City's General Fund. A Crime Prevention through Environmental Design Review is recommended by the SDPD to address general security concerns. Therefore, the project would not result in a need for new or physically altered police facilities, the construction of which could have physical impacts on the environment. Accordingly, impacts associated with construction or alteration of police facilities would be less than significant, consistent with the PEIR.

Parks and Recreation
The Project would increase residential density and population onsite when compared to a buildout of the project site under the existing land use and zoning designations. The nearest parks to the project site are Presidio Park in Old Town (approximately 0.75 miles to the northeast), the Liberty Station Esplanade (approximately 0.5 miles to the southwest), and Bill Cleator Park (approximately 1.5 miles to the west). The PEIR found that additional park space would be needed in the Community Plan area. The CPU proposed increasing the acreage of population-based parks and recreational facilities. This included a proposed linear park in the Dutch Flats Urban Village, where the project site is located. A non-traditional park equivalency of the linear park via a Recreation Easement was recorded on the project site in 2021 to satisfy the park requirements as described in the CPU. The Recreation Easement would remain in place following project implementation and assist in accommodating the recreational demand associated with the additional population allowed under the proposed zoning and land use. Therefore, impacts associated with parks and recreation would be less than significant impacts, consistent with the PEIR.

Fire/Life Safety Protection
The buildout under the proposed zoning and land use would increase the residential density and population which could increase the demand for fire protection in the service area. The project site would be served by one of the five fire stations listed in the CPU: Fire Station Nos. 3, 8, 15, 20, or 22. Based on proximity, Fire Station No. 20 (3305 Kemper Street) is the closest station to the project site, approximately 1.2 miles northwest of the site. The City of San Diego Fire-Rescue Department provided input on fire-rescue response times for the project in an e-mail dated November 2025 (Appendix G). Response time estimates for the Project located at 3384 Barnett Ave include dispatch and turnout as listed below:

<u>Engine</u>
E20 from Fire Station 20 at 3305 Kemper St = 3.9 minutes
E8 from Fire Station 8 at 3974 Goldfinch St = 4.6 minutes
E3 from Fire Station 3 at 725 W Kalmia St = 5.1 minutes
E2 from Fire Station 2 at 875 W Cedar St = 5.4 minutes

<u>Truck</u>
T20 from Fire Station 20 at 3305 Kemper St = 3.9 minutes
T1 from Fire Station 1 at 1222 First Ave = 6.3 minutes

<u>Battalion Chief</u>
B1 from Fire Station 1 at 1222 First Ave = 6.3 minutes
B2 from Fire Station 5 at 3902 Ninth Ave = 6.4 minutes

The PEIR refers to the CPU and Impact Fee Study regarding fire and rescue services. The Impact Fee Study discusses the need for the design and construction of a new 12,500 square-foot Fire Station 20 with three bays to meet the current and future emergency response needs of the Midway-Pacific Highway and surrounding communities. Although no development is proposed at this time, future development would contribute its fair share to upgrades to Fire Station 20 pursuant to the requirement of the SDMC. While there is an existing need to upgrade Fire Station 20, as identified in the Impact Fee Study in the CPU, the

Project itself would not individually trigger the need for new or altered fire facilities beyond what was already identified in the CPU. There are currently no known plans or submitted application to build or alter Fire Station 20, and without specific development plans, it would be too speculative for evaluation of physical impact pursuant to CEQA Guidelines section 15145. The focus of the analysis should be on the physical impacts of constructing the public services facilities. There is no alteration or new construction proposed of such facilities at this time, therefore, no physical impacts would occur. Overall, the project would not generate a substantial need for new or physically altered fire facilities. Impacts would be less than significant, consistent with the PEIR.

Libraries
The project site would be served by either the Point Loma/Hervey Library at 3701 Voltaire Street, or the Mission Hills-Hillcrest/Knox Library at 215 West Washington Street. Buildout under the proposed zoning and land use would increase the residential density and population.

The PEIR determined that buildout of the CPU, including the project site under its existing zoning, would not require construction of new or expansion of existing library facilities. The PEIR identifies an ideal service population of 30,000 residents within a branch library's maximum two-mile service area and indicates that all Community Plan residents are within two miles of the Point Loma/Hervey Library or Mission Hills-Hillcrest/Knox Library. The additional population associated with the project would increase the projected 20320 population of the Community Plan area from approximately 28,260 to 29,320, an increase of 1,060 people or approximately 4 percent. The resulting Community Plan population would remain below the identified 30,000-resident service population.

Accordingly, the project's incremental population growth would not require construction of a new library or physical expansion of an existing library beyond the facilities analyzed in the PEIR. Impacts associated with the construction or alteration of library facilities would be less than significant, consistent with the findings of the PEIR.

Schools
The project could increase the density and population of the project site by 1,060 people when compared to a buildout of the project site under existing land use and zoning. The project site would be served by the following schools within the San Diego Unified School District (SDUSD) (Appendix H):

- Dewey Elementary School
- Dana Middle School
- Correia Middle School
- Point Loma High School

Private schools include Saint Charles Borromeo Academy High School, approximately one mile from the project site, and High Tech Middle School (a charter school), approximately two miles from the project site. Based on SDUSD's estimated student generation rates used in the CPU PEIR, the project's increase of 466 residential units would generate approximately 96 to 192 more students compared to buildout of the project site under the existing zoning

and land use. This would be an approximately 5 percent increase over the projected buildout student population of the CPU (approximately 2,103 to 4,026 kindergarten through grade 12 students).

Additionally, future development in accordance with the project, as with future development under the PEIR, would be required to pay school fees as outlined in Government Code Section 65995, Education Code Section 53080, and Senate Bill 50 to reduce any potential impact on SDUSD schools. The City is legally prohibited from imposing any additional mitigation related to school facilities under Senate Bill 50, and SDUSD would be responsible for potential expansion or development of new facilities. Therefore, due to the SDUSD's ability to support the incremental increase in student enrollment, and compliance with state requirements, the project would not require construction of new schools or physical expansion of any existing school beyond the facilities analyzed in the PEIR. Impacts related to schools would be less than significant, consistent with the PEIR.

Conclusions

Overall, based on the foregoing analysis and information, the project is within the scope of the analysis of the PEIR, and there is no evidence that the project would require a major change to the PEIR. The project would not result in any new, significant impacts, nor would there be a substantial increase in the severity of impacts from those described in the PEIR.

Public Utilities

CPU PEIR

Water Supply
Based on the findings of the Water Supply Assessment (WSA) prepared for the CPU, it was determined that there is sufficient water supply to serve existing and projected demands of the CPU and future water demands within the Public Utilities Department (PUD) service area in normal and dry year forecasts over a 20-year projection. Therefore, the CPU PEIR determined that less than significant impacts to water supply were anticipated for implementation of the CPU. No mitigation was required.

Utilities – Storm Water
The PEIR for the CPU found that the Community Plan area is mostly fully developed and impervious, so new development would be unlikely to increase runoff. New development could possibly reduce storm water run-off through the implementation of existing City storm water regulations and LID practices. The PEIR determined that although population growth could require additional storm water infrastructure, the CPU does not propose any facilities. The PEIR found that impacts related to storm water run-off to be less than significant.

Utilities – Sewer
The PEIR found that because future development under the CPU would likely increase demand, there may be a need to increase the sizing of existing pipelines and sewer mains. As the CPU did not propose any specific development, it did provide the framework for future growth. However, no specific sewer or wastewater facility infrastructure

improvements were proposed because the location and extent of those future facilities were not known at that time. Therefore, impacts associated with sewer facilities were determined to be less than significant, and no mitigation was required.

Utilities – Water Facilities
The PEIR identified that as development takes place in the Community Plan area, demand for water would likely increase, creating a potential need to increase the sizing of existing pipelines and mains. However, no specific water infrastructure improvements were proposed in conjunction with the CPU; therefore, impacts to water distribution and treatment facilities were determined to be less than significant, and no mitigation was required.

Utilities – Communications Systems
The PEIR found that as development takes place, demand for communication systems would likely increase and create a potential need for new facilities. However, no specific communications systems upgrades are proposed with the CPU, and the location and extent of future facilities is not known at this time; therefore, no impact was identified. As these facilities would be in accordance with applicable local and federal regulations, impacts related to the construction of communication facilities as a result of the CPU were identified to be less than significant, and no mitigation was required.

Solid Waste and Recycling
The PEIR provided solid waste generation estimates for the CPU based on CalRecycle's waste generation estimates, including those for recycling, composting, diversion, and disposal needs. It compared the CPU's 2035 solid waste disposal with the adopted Community Plan assumptions. It determined that although the CPU would increase density, it would reduce certain land uses—especially industrial uses—which would result in an overall decrease in solid waste generation compared with the adopted Community Plan. The PEIR, however, determined that future development under the CPU would continue to be required to comply with the City's waste-related regulations, including the Recycling Ordinance, Construction and Demolition Ordinance, SDMC storage requirements, and preparation of a Waste Management Plan (WMP) for qualifying projects. No new solid waste disposal facilities were anticipated by the CPU. With continued compliance and the City's Zero Waste Plan diversion targets, the CPU was determined to have a less than significant impact on solid waste and recycling infrastructure.

Project

Water Supply
The *Water Supply Assessment Report* was prepared for the project, which is included as Appendix I to this Addendum. The WSA determined that the project would result in an increased demand of 101 acre-feet of water per year. Table 14 summarizes the estimated water demand per land use.

Table 14 Estimated Water Demands for Proposed Most-Impactful Scenario	
Land Use	Estimated Water Demand
Residential	91 AFY
Non-Residential	10 AFY
Total	**101 AFY**
Source: Appendix I AFY = acre-feet per year	

Pursuant to Senate Bill 610, Senate Bill 221, and the California Water Code, a WSA must be based on the most recently adopted Urban Water Management Plan (UWMP). When the City's PUD received the project's WSA request in October 2025, the 2025 UWMP was still being prepared and had not yet been adopted by the City Council. Accordingly, the 2020 UWMP was the most recently adopted UWMP and was used as the reference document for the WSA.

The 2020 UWMP was referenced for the WSA, as well as the remaining water supply capacity identified in the CPU. The City's 2020 UWMP demonstrated there would be sufficient water supply to meet the demands of existing and planned future developments that are projected to occur by 2045. In addition, the PUD determined that the City would have adequate supplies to accommodate the water demands associated with the project when compared with the supply projections in both the 2020 and 2025 UWMPs. As shown in Table 15, the Community Plan area has a planned net water supply capacity of 1,501 acre-feet per year, which includes adequate supplies to serve the project. Following the buildout of the project, and accounting for previously approved WSA projects within the Community Plan area, there would be a remaining net capacity of 521 acre-feet per year available to serve future development.

Table 15 Project Demand in Comparison to Projected Supply and Demands of Other Approved Projects	
Development Project	Water Potentially Available (Acre-Feet per Year)
Existing Midway-Pacific CPU Capacity	1,501
Project Demand	-101
Previously Approved WSA Projects in Community Plan Area[1]	-879
Potential Remaining Supply	**521**
Source: Appendix I	

As shown on Table 15, project water demand would remain within the available capacity of the Community Plan area. As such, the project would not require the acquisition of new water supply resources to serve the project site. Accordingly, impacts would be less than significant, consistent with PEIR.

Utilities – Storm Water
While no development is proposed at this time, the project would allow future development of the project site consistent with proposed zoning. Future development projects would be required to follow the regulatory framework of Chapter 14, Article 2, Division 2 of the SDMC, the City's Drainage Design Manual, the Storm Water Standards Manual, and the Municipal Storm Water Permit. Adherence to the City's storm water program would require future projects to prepare project-specific Storm Water Pollution Prevention Plans and Storm Water Quality Management Plans to identify applicable BMPs and LID measures, the implementation of which would minimize storm water runoff. Compliance with local, state, and federal regulations would ensure that significant adverse effects related to the storm water infrastructure would be less than significant, consistent with the PEIR.

Utilities – Sewer
While no development is proposed at this time, the project would allow future development of the project site consistent with the proposed zoning. A sewer capacity study for the project has not been prepared at this time; however, it can be generally assumed that sewer flow would be similar to potable water demand. Future development consistent with the project would likely require extending and improving on-site sewer system mains and pipelines to provide new connections to the existing infrastructure. Any necessary improvements would provide service to future buildings and would not necessarily be required because of inadequate capacity in the existing wastewater system. Additionally, future development on the project site would be required to follow development process guidelines pursuant to the City's Sewer Design Guideline. Specifically, project applicants would be required to contact PUD during project processing to verify that a project would not adversely affect the City's existing sewer system and that there would be adequate capacity to support the project (City of San Diego 2015). The construction of any on-site sewer improvements would be completed in conjunction with project-specific building and site development. Consistent with the analysis in the PEIR, the project would not require construction of new or expanded off-site wastewater facilities that could result in significant physical effects on the environment. Therefore, impacts associated with the construction or expansion of wastewater facilities would be less than significant, consistent with the PEIR.

Utilities – Water Facilities
Future development consistent with the project would likely require extending and improving on-site water mains and pipelines to connect new buildings to the existing water distribution system. The location, size, and design of these improvements would be determined during project-specific development review based on anticipated water demand, fire-flow requirements, and the capacity of the existing system. The construction of any on-site water infrastructure improvements would occur in conjunction with the specifications of project-specific building and site development.

As discussed above, the City's PUD determined that adequate water supplies would be available to accommodate the project's anticipated demand. The increase in demand would not require construction or substantial expansion of off-site water conveyance, storage, or treatment facilities beyond those evaluated in the PEIR. Therefore, the project would not result in significant physical environmental effects associated with the construction or

expansion of water infrastructure. Impacts would be less than significant, consistent with the PEIR.

Utilities – Communication Systems
While no development is proposed at this time, the project would allow future development of the project site consistent with the proposed zoning. Future development would likely require extension and improvement of on-site communication cables and equipment, as would development under the existing zone. The construction of any on-site communication infrastructure would be completed in conjunction with building and site development and would generally occur within the development footprint. Consistent with the analysis in the PEIR, the project would not require construction or substantial expansion of off-site communication facilities that could result in significant physical effects on the environment. Therefore, impacts associated with the construction or expansion of communication infrastructure impacts would be less than significant, consistent with the PEIR.

Solid Waste and Recycling
While no development is proposed at this time, the project would allow future development of the project site consistent with the proposed zoning. As determined in the PEIR, any future development under the CPU would continue to be required to comply with the City's waste-related regulations, including the Recycling Ordinance, Construction and Demolition Debris Deposit Ordinance, SDMC General Regulations for Refuse and Recyclable Material Storage, and preparation of a WMP for qualifying projects. If future development of the project site would exceed the City's CEQA Significant Determination Thresholds for solid waste (i.e., construction would be greater than 40,000 square feet or generate more than 60 tons of waste), a WMP would be required. As indicated in the PEIR, no new solid waste disposal facilities are anticipated. Compliance with applicable local and regional regulations, the diversion targets of the City's Zero Waste Plan, and WMP requirements would reduce the amount of project-generated waste requiring disposal. Accordingly, the project would not require construction or expansion of solid waste facilities that could result in significant physical effects on the environment, and the project would have less than significant impacts related to solid waste and recycling infrastructure, consistent with the PEIR.

Conclusion

Overall, based on the foregoing analysis and information, the project is within the scope of the analysis of the PEIR, and there is no evidence that the project would require a major change to the PEIR. The project would not result in any new, significant impacts, nor would there be a substantial increase in the severity of impacts from those described in the PEIR.

Biological Resources

CPU PEIR

Sensitive Species
The PEIR determined that implementation of the CPU resulted in land use changes that would primarily affect developed areas. Thus, implementation of the CPU would not impact sensitive species. Therefore, based on the lack of sensitive species in developable areas and

the regulatory framework in place that protects sensitive species, impacts to wildlife species were determined to be less than significant, and no mitigation was required.

Sensitive Habitats
The PEIR found that the Community Plan area is developed and does not support sensitive habitats that would be impacted by the implementation of the CPU, as disturbed and urban/developed lands would be affected and are not considered sensitive vegetation communities. Although the San Diego River, located north of I-8, borders the Community Plan area, development and growth would be located south of I-8 and the vegetation communities along the San Diego River would not be indirectly impacted by activities associated with the CPU. The PEIR determined that impacts on sensitive habitats were less than significant, and no mitigation was required.

Wetlands
The PEIR determined that implementation of the CPU would not result in direct impacts to wetlands, as the area where wetland habitat occurs is outside of the Community Plan area. Although the San Diego River is adjacent to the Community Plan area, development and growth would be located south of I-8, and wetland habitat within and along the San Diego River would not be indirectly impacted by activities associated with the project; therefore, impacts to wetlands were determined to be less than significant, and no mitigation was required.

Wildlife Corridors and Nursery Site
The PEIR stated that the Community Plan area is developed, and therefore no direct impacts to wildlife corridors and nursery sites would occur. In addition, wildlife corridors adjacent to the Community Plan area would not be impacted. Further, the San Diego River, north of I-8, serves as a local and regional wildlife corridor; however, development and growth under the CPU would be located south of I-8, and potential indirect impacts associated with development and growth would not extend north of I-8. Therefore, the PEIR concluded that impacts to wildlife corridors would be less than significant, and no mitigation was required.

Multiple Species Conservation Program
Although the Community Plan area has no mapped sensitive MHPA lands, the PEIR concluded that the CPU would be consistent with the adopted Habitat Conservation Plan, Natural Conservation Community Plan, and other approved local, regional, or state habitat conservation plans. Further, development adjacent to sensitive MHPA lands would be subject to the MHPA Land Use Adjacency Guidelines regarding lighting, grading, runoff, toxins, drainage, barriers, exotic plants/invasive species, brush management, and noise impacts on listed avian species. Additionally, the CPU would be consistent with the General Development Regulations of the SDMC (Section 142.0740). The PEIR determined that compliance with the City's MHPA Land Adjacency Guidelines and adherence to the policies in the Conservation Element of the CPU would reduce potential impacts related to less than significant, and no mitigation was required.

Project

Sensitive Species
The site has been developed, and there are no sensitive terrestrial wildlife or plant species within or adjacent to the project site. However, ornamental trees could support nesting avian species. Future development allowed by the project would be required to protect sensitive species in accordance with the City's ESL Regulations, the Biology Guidelines, and the MSCP Subarea Plan. Furthermore, future development would be required to comply with state and federal regulations protecting migratory and nesting birds. Compliance with these requirements would avoid or minimize potential impacts to nesting birds associated with the removal of ornamental vegetation. Therefore, impacts on sensitive species would be less than significant, consistent with the conclusions of the PEIR.

Sensitive Habitats
The site has been developed, and there are no sensitive habitats within or adjacent to the project site. The site does not contain native vegetation or provide a connection to off-site habitat areas. Therefore, future development in accordance with the project would not directly or indirectly affect any sensitive habitats. Impacts to sensitive habitat would be less than significant, consistent with the conclusion of the PEIR.

Wetlands
The project site has been developed, and there are no riparian or wetland areas within or adjacent to it. The site also does not have a direct hydrologic connection to an off-site wetland or riparian area. Therefore, future development of the project site in accordance with the project would not impact riparian or wetland areas, and impacts to wetlands would be less than significant, consistent with the findings of the PEIR.

Wildlife Corridors and Nursery Sites
There are no wildlife corridors or nursery sites within or adjacent to the project site that could support the movement of wildlife species. The developed site is surrounded by urban uses and does not connect habitat areas or provide access to the MHPA or other open space. Therefore, future development of the project site in accordance with the project would not impact wildlife corridors and nursery sites. Impacts would be less than significant, consistent with the conclusions of the PEIR.

Multiple Species Conservation Program
MHPA lands are not mapped on-site or adjacent to the project site. Because the developed site does not provide habitat connectivity to the MHPA, future development would not result in the loss or fragmentation of preserve lands or interfere with assembly or management of the MHPA. Future development would also be required to comply with applicable provisions of the MSCP Subarea Plan, ESL Regulations, and Biology Guidelines. Therefore, impacts related to consistency with the MSCP would be less than significant, consistent with the PEIR.

Conclusion

Overall, based on the foregoing analysis and information, the project is within the scope of the analysis of the PEIR, and there is no evidence that the project would require a major

change to the PEIR. The project would not result in any new, significant impacts, nor would there be a substantial increase in the severity of impacts from those described in the PEIR.

Paleontological Resources

CPU PEIR

The PEIR indicated that the implementation of future projects within the Community Plan area, which is underlain by high and moderate fossil resource sensitivity, could result in significant impacts on paleontological resources. Therefore, impacts on paleontological resources would remain significant and unavoidable.

Project

The site is underlain with undocumented artificial fill, Quaternary-aged Bay Mud Deposits, and Tertiary-aged San Diego Formation. The San Diego Formation is assigned a high-sensitivity rating for fossil resources, and future development could uncover unknown paleontological resources if grading were proposed within this formation. Without site-specific development details, such as grading plans, impacts associated with paleontological resources would remain significant and unavoidable, consistent with the PEIR.

Conclusions

Overall, based on the foregoing analysis and information, the project is within the scope of the analysis of the PEIR, and there is no evidence that the project would require a major change to the PEIR. The project would not result in any new, significant impacts, nor would there be a substantial increase in the severity of impacts from those described in the PEIR.

VI. ISSUES NOT ANALYZED IN THE PREVIOUS EIR CEQA

CEQA Guidelines Section 15128, Effects Not Found To Be Significant, outlines that an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. The following effects were determined not to be significant and were therefore not discussed in detail in the certified PEIR: agriculture and forestry resources, mineral resources, population and housing, and energy. Based on the environmental analysis, the City has concluded that the project evaluated in this Addendum is not expected to result in significant impacts to agriculture and forestry resources, mineral resources, population and housing, and energy beyond what was previously analyzed. While these effects were not analyzed in detail, as required by CEQA Guidelines Section 15128, there is no new information indicating that they would result in significant new impacts.

VII. SIGNIFICANT UNMITIGATED IMPACTS

PEIR No. 561546/SCH No. 2015111013 indicated that direct significant impacts to the following issues would be substantially lessened or avoided if all the proposed mitigation measures recommended in the PEIR were implemented: Noise (Construction Noise –

Discretionary Projects Only) and Paleontological Resources (Discretionary Projects Only). The PEIR concluded that significant impacts related to Transportation and Circulation (Traffic Circulation), Historical and Tribal Cultural Resources (Historical, Tribal Cultural, and Archaeological Resources), Noise (Ambient Noise, Vehicular Noise, and Construction-Related Vibration), and Paleontological Resources (Ministerial Projects) would not be fully mitigated to below a level of significance. With respect to cumulative impacts, implementation of the PEIR would result in significant impacts to transportation and circulation, historical and tribal cultural resources, and paleontological resources. These impacts would remain significant and unmitigated. Because there were significant unmitigated impacts associated with the original project approval, the decision-maker was required to make specific and substantiated CEQA Findings, which stated: (a) specific economic, social, or other considerations which make infeasible the mitigation measures or project alternatives identified in the EIR; and (b) the impacts have been found acceptable because of specific, overriding considerations. Given that there are no new or more severe significant impacts that were not already addressed in the previously certified PEIR, new CEQA Findings or Statement of Overriding Considerations are not required.

The project would not result in any additional significant impacts, nor would it increase the severity of impacts beyond those described in the previously certified PEIR.

VIII. MITIGATION, MONITORING, AND REPORTING PROGRAM (MMRP) INCORPORATED INTO THE PROJECT

Not applicable.

IX. CERTIFICATION

Copies of the Addendum, certified PEIR, Mitigation Monitoring and Reporting Program, and associated project-specific technical appendices, if any, may be accessed on the City's CEQA webpage at https://www.sandiego.gov/ceqa/final.

Anne B. Jarque
Senior Planner
Development Services Department

November 3, 2026
Date of Final Report

Analyst: AJarque

Figures:

- Figure 1 Regional Location
- Figure 2 Project Location on Aerial Photograph
- Figure 3 Existing Land Use Designations in the Midway-Pacific Highway Community Plan
- Figure 4 Existing Zoning

Figure 5 Proposed Land Use Designations in the Midway-Pacific Highway Community Plan
Figure 6 Proposed Zoning
Figure 7 Proposed Project Site within the Midway-Pacific Highway CPU
Figure 8 Future (Year 2035) Vehicle Traffic Noise Contours
Figure 9 San Diego International Airport Noise Contours

Previous Environmental Document(s) and Technical Appendices (provided under separate cover):

EIR No. No. 561546/SCH No. 2015111013
Appendix A – Vehicle Miles Traveled Assessment
Appendix B – Noise Addendum for the Fairfield Residential Rezone Project
Appendix C – Post Point Project – Hazard and Evacuation Evaluation
Appendix D – Air Quality Addendum for the Fairfield Residential Rezone Project
Appendix E – Greenhouse Gas Addendum for the Fairfield Residential Rezone Project
Appendix F – Letter from San Diego Police Department
Appendix G – E-mail from San Diego Fire-Rescue Department
Appendix H – Letter from San Diego Unified School District
Appendix I – Water Supply Assessment

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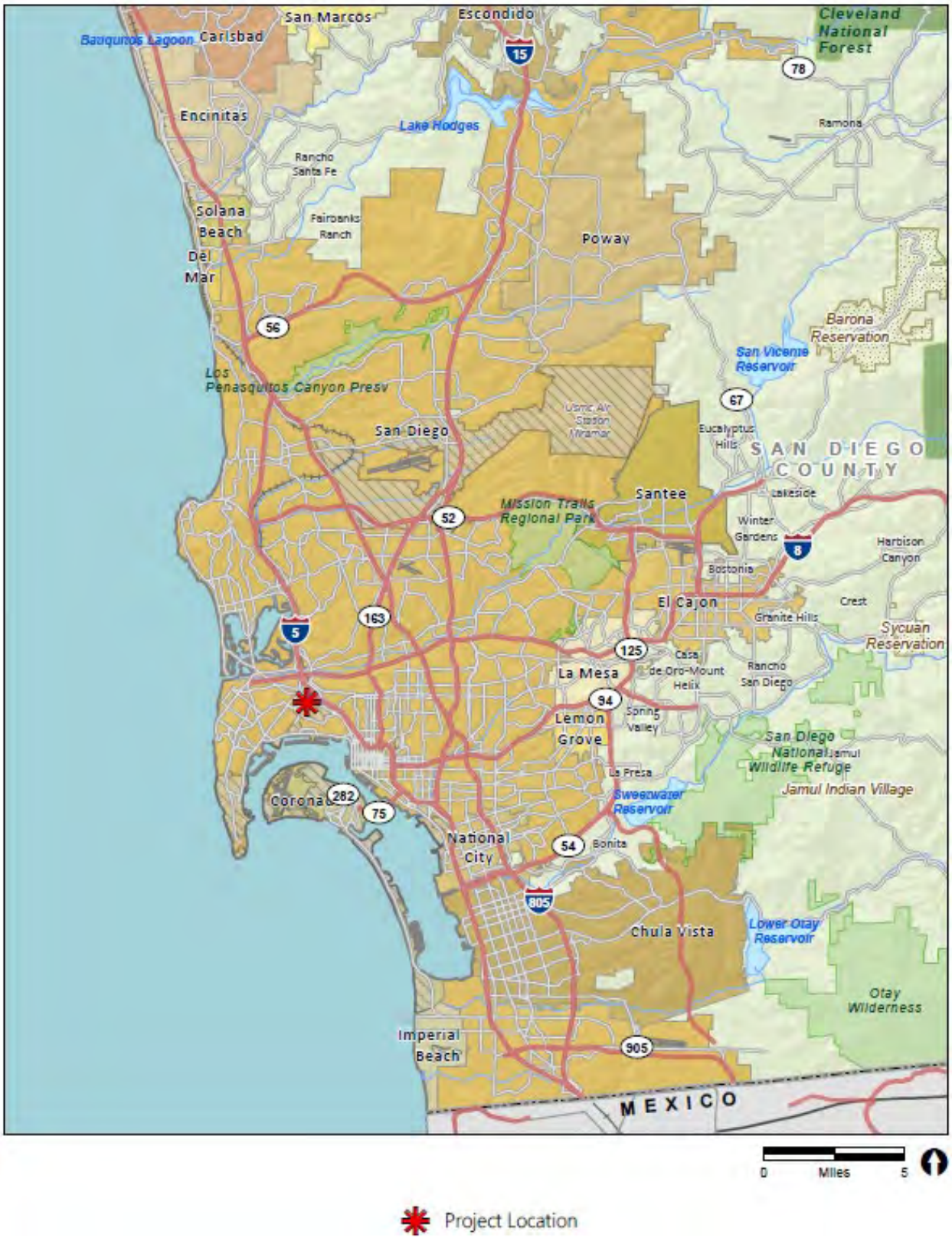
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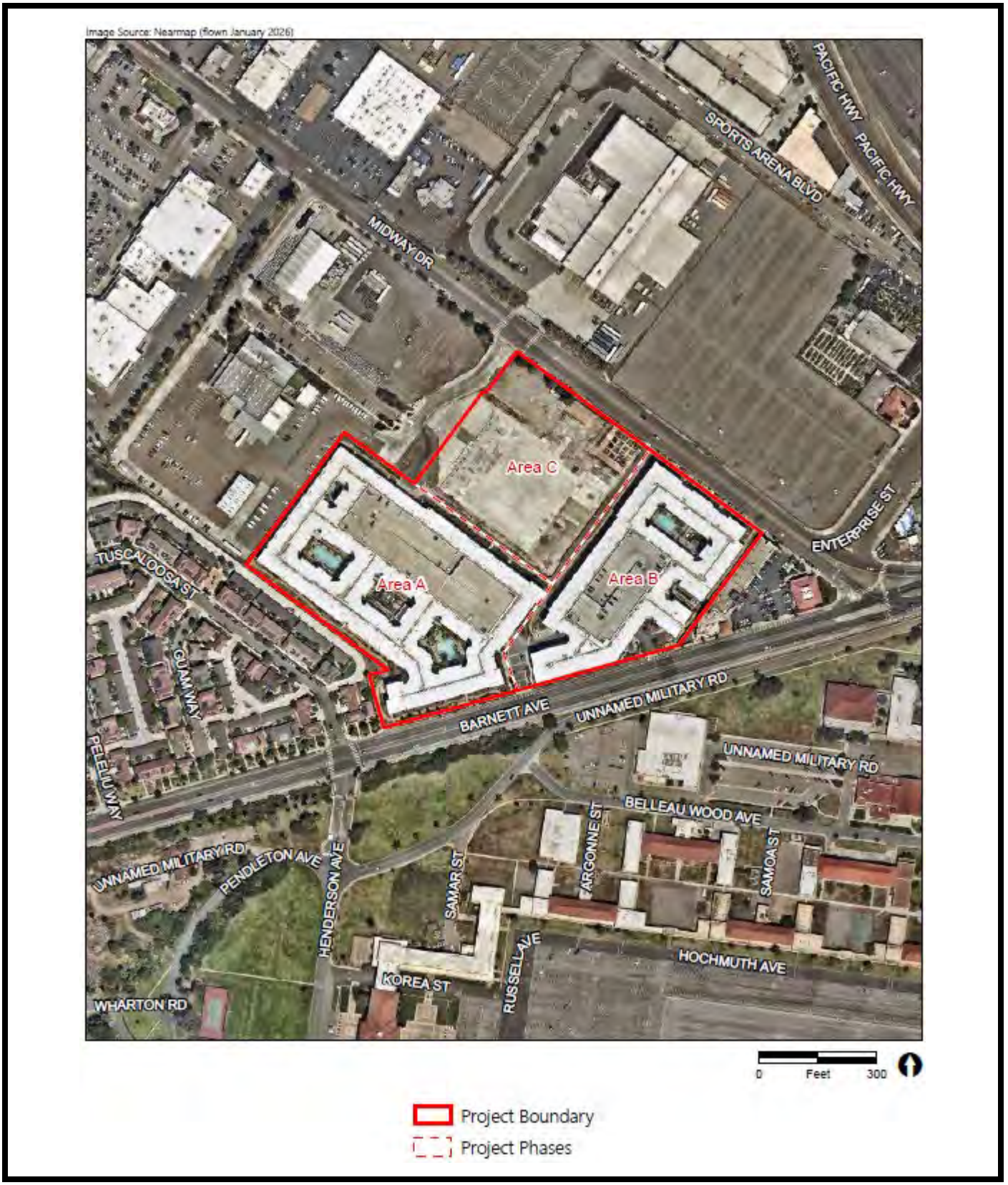
The City of SAN DIEGO

Regional Location

Post Point / PRJ-1124273

Development Services Department

FIGURE No. 1



The City of SAN DIEGO

Project Location on Aerial Photograph

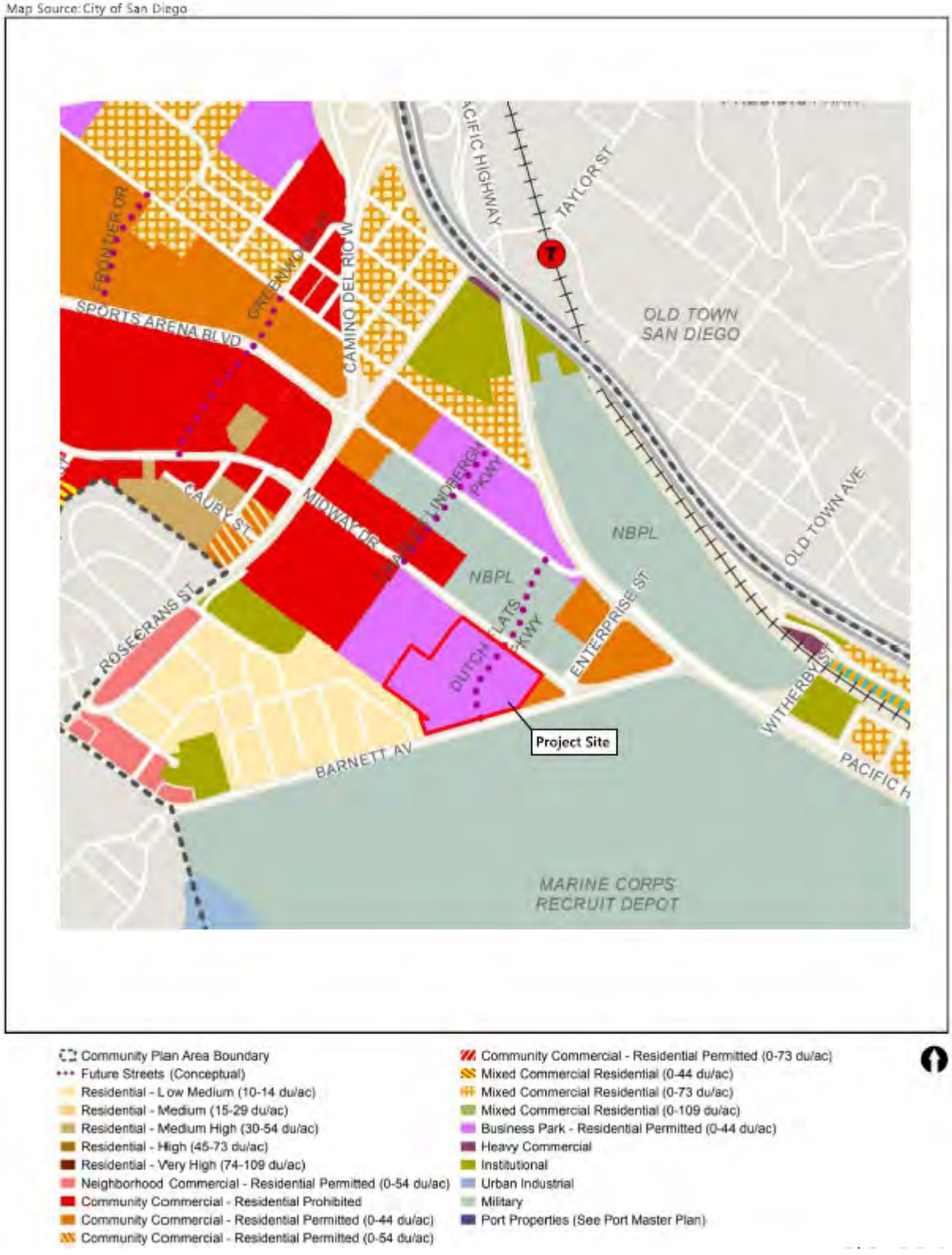
Post Point / PRJ-1124273

Development Services Department

FIGURE No. 2

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Map Source: City of San Diego



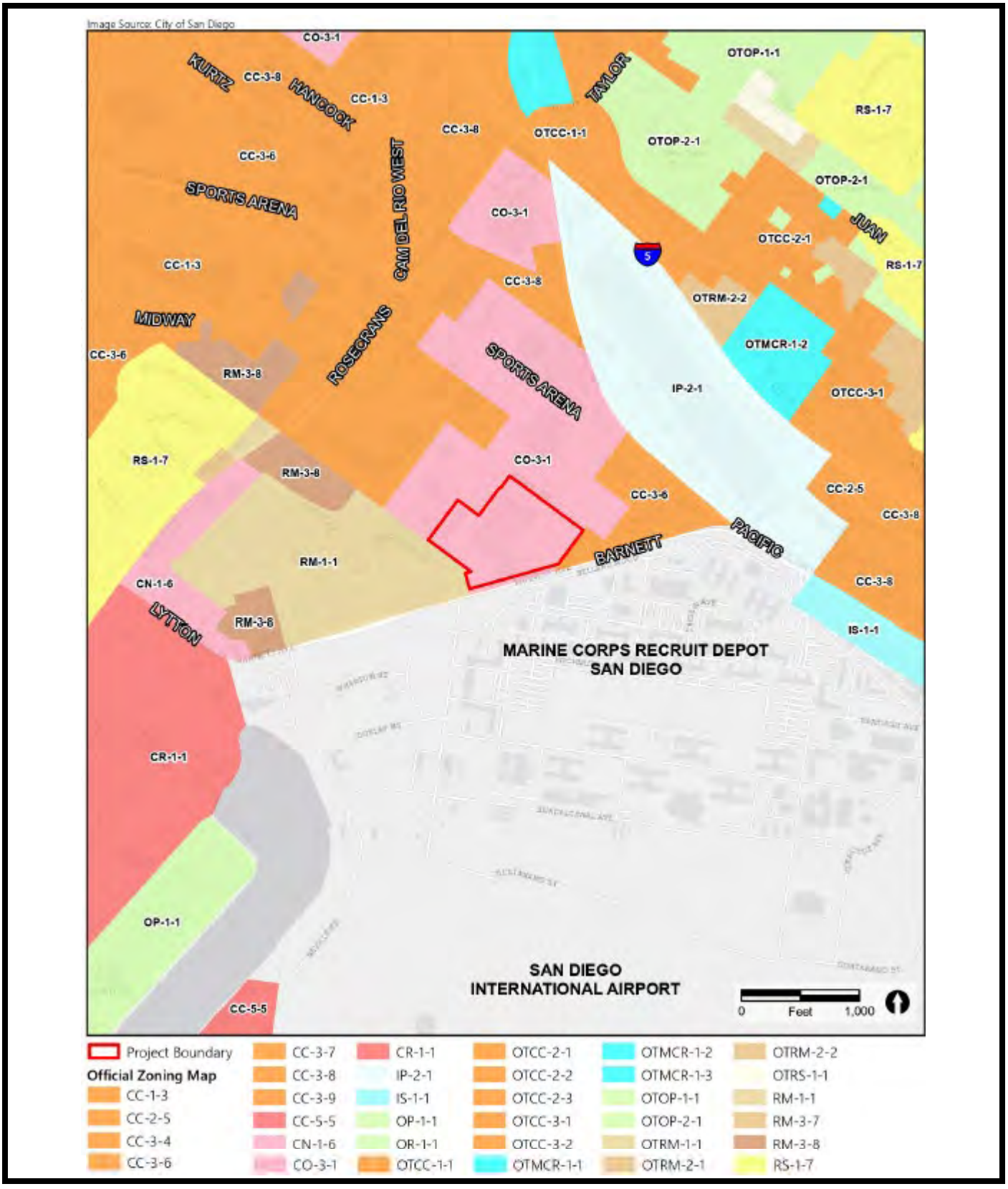
The City of SAN DIEGO

Existing Land Use Designation in the Midway-Pacific Highway Community Plan

Post Point / PRJ-1124273

Development Services Department

FIGURE No. 3



The City of SAN DIEGO

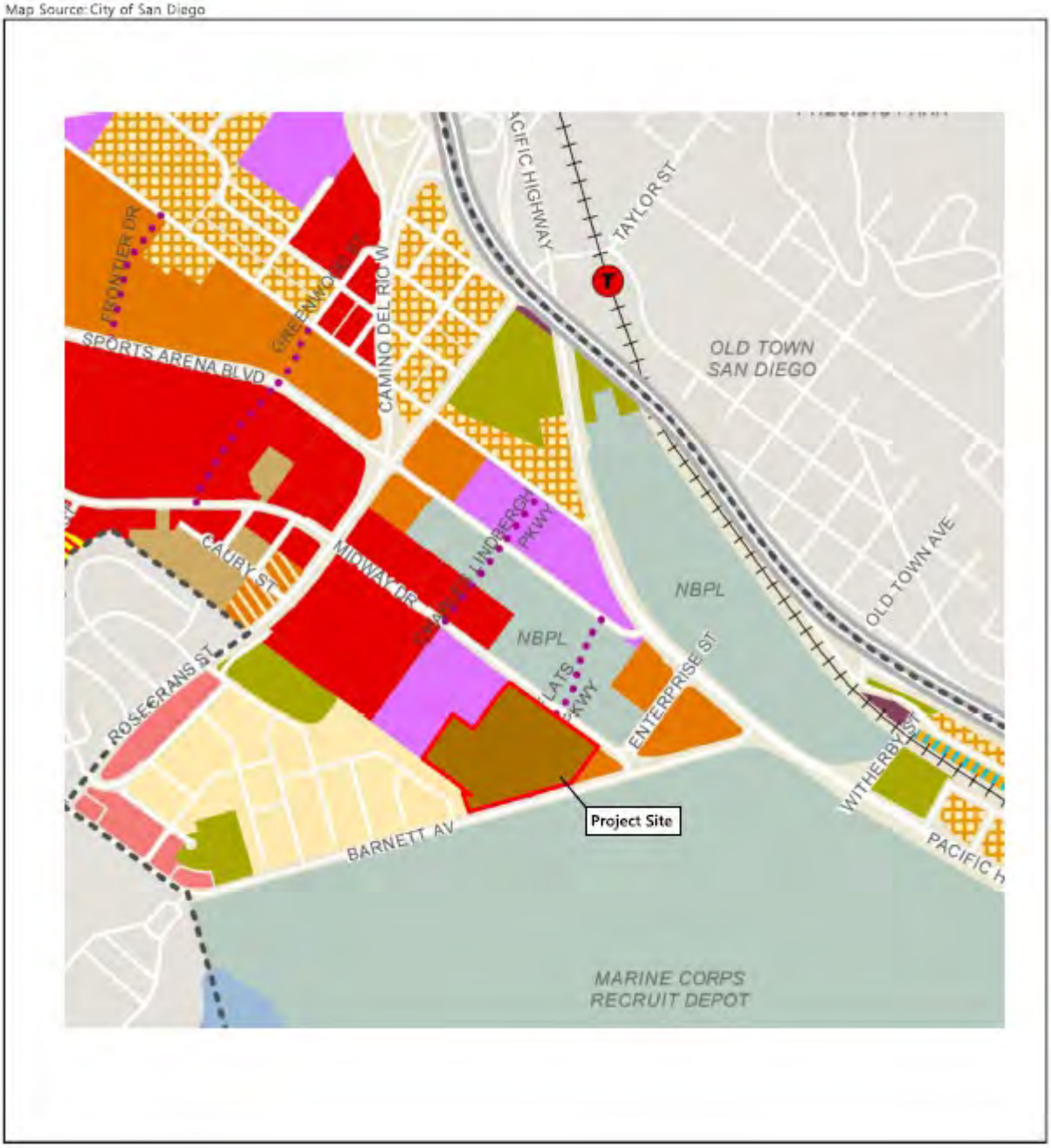
Existing Zoning

Post Point / PRJ-1124273

Development Services Department

FIGURE No. 4

Map Source: City of San Diego



- Community Plan Area Boundary
- Future Streets (Conceptual)
- Residential - Low Medium (10-14 du/ac)
- Residential - Medium (15-29 du/ac)
- Residential - Medium High (30-54 du/ac)
- Residential - High (45-73 du/ac)
- Residential - Very High (74-109 du/ac)
- Neighborhood Commercial - Residential Permitted (0-54 du/ac)
- Community Commercial - Residential Prohibited
- Community Commercial - Residential Permitted (0-44 du/ac)
- Community Commercial - Residential Permitted (0-54 du/ac)
- Community Commercial - Residential Permitted (0-73 du/ac)
- Mixed Commercial Residential (0-44 du/ac)
- Mixed Commercial Residential (0-73 du/ac)
- Mixed Commercial Residential (0-109 du/ac)
- Business Park - Residential Permitted (0-44 du/ac)
- Heavy Commercial
- Institutional
- Urban Industrial
- Military
- Port Properties (See Port Master Plan)

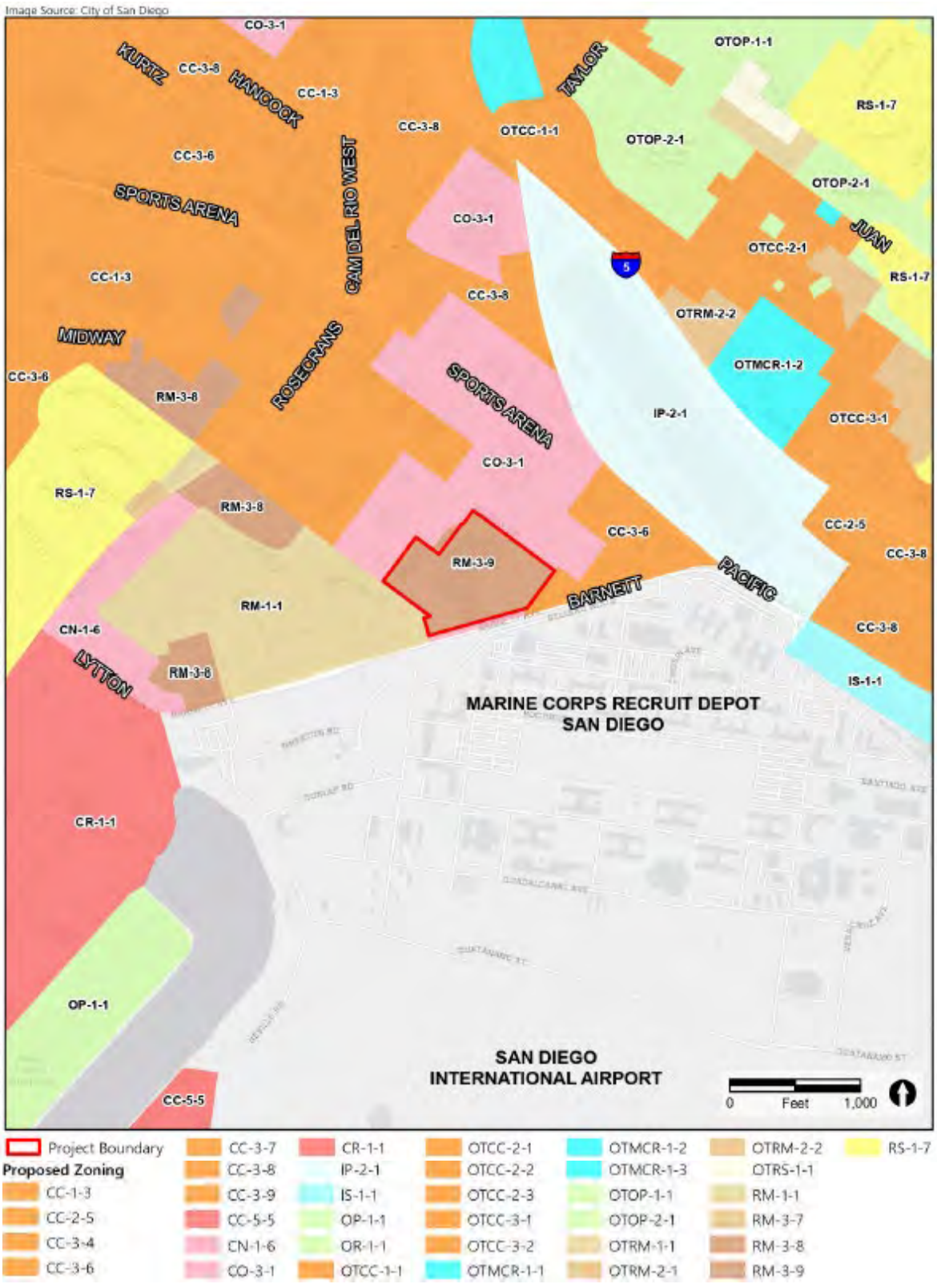
The City of SAN DIEGO

Proposed Land Use Designations in the Midway-Pacific Highway Community Plan

Post Point / PRJ-1124273

Development Services Department

FIGURE No. 5



The City of SAN DIEGO

Proposed Zoning

Post Point / PRJ-1124273

Development Services Department

FIGURE No. 6



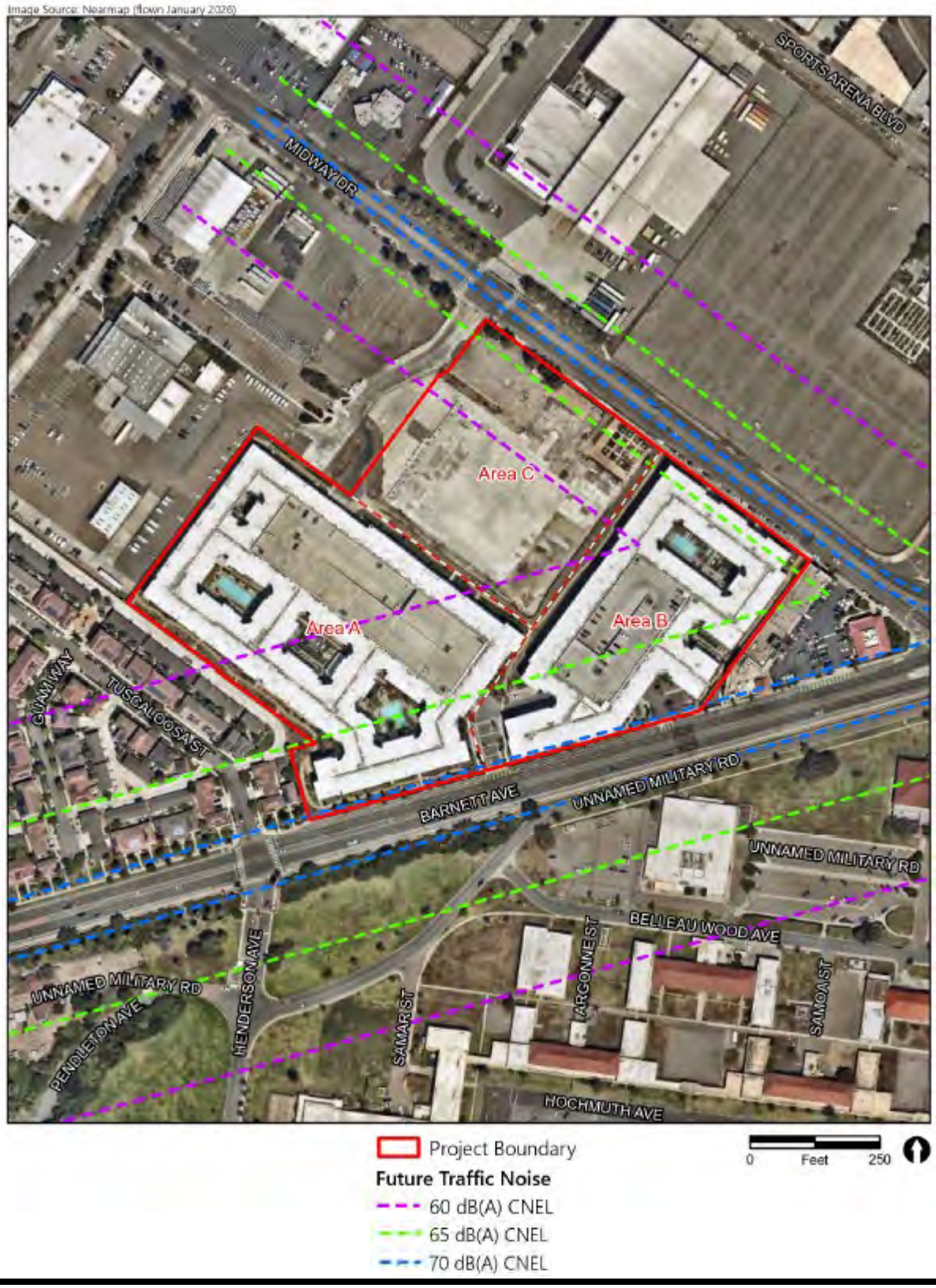
The City of SAN DIEGO

Proposed Project Site within the Midway-Pacific Highway CPU

Post Point / PRJ-1124273

Development Services Department

FIGURE No. 7



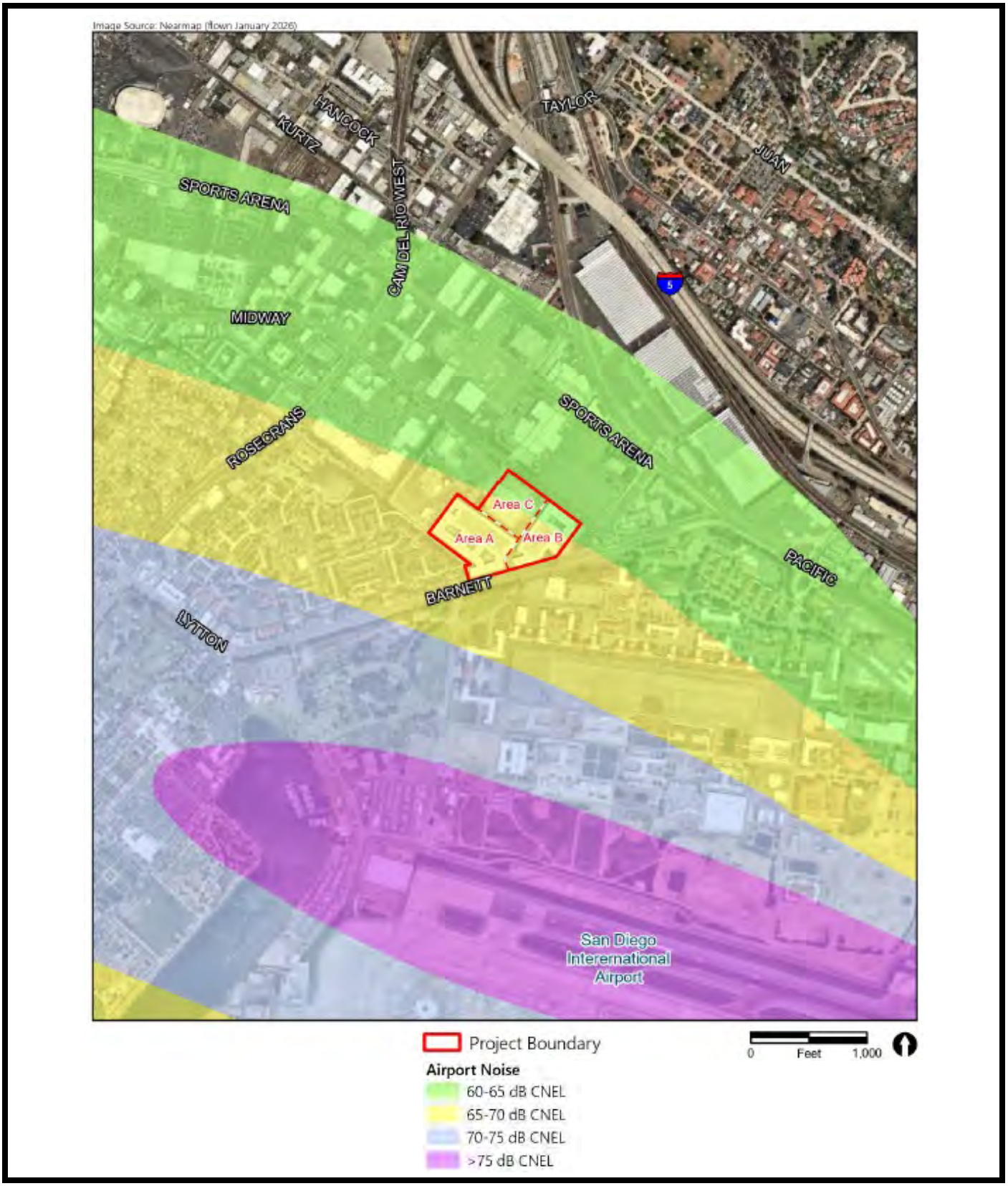
The City of SAN DIEGO

Future (Year 2035)
Vehicle Traffic Noise Contours

Post Point / PRJ-1124273

Development Services Department

FIGURE
No. 8



The City of SAN DIEGO

San Diego International Airport Noise Contours

Post Point / PRJ-1124273

Development Services Department

FIGURE No. 9

ATTACHMENT 5

August 10, 2026

City of San Diego
Development Services Department
Planning Department
7650 Mission Valley Road
San Diego, CA 92108

RE: Midway-Pacific Highway General Plan and Community Plan Amendment Post Point Project located at 3250 Barnett Drive, 3280 Barnett Drive and 2535 Midway Drive;

To City of San Diego Planning Department:

FRH Realty LLC, Authorized Agent for CSHV Post Pointe LLC and HV/Cal I Midway Owner LLC, applied for a General Plan and Community Plan Amendment (CPA) to the Midway-Pacific Highway Community Plan and Rezone. The proposed amendment includes three parcels. One parcel is the remnant, decommissioned United States Post Office distribution center located at 2535 Midway Drive, San Diego, CA. The other two parcels are residential communities located at 3250 and 3280 Barnett Drive. Collectively for this request, the site is referred to as "Post Point". The current site conditions consist of:

CSHV Post Pointe LLC property:

- 3250 Barnett Drive, Bevel Apartments (Area A), 405 units of multi-family residential on Parcel 1 of Parcel Map 22202; consists of a three-story residential building wrapped around a four level at grade, two level subterranean parking garage.
- 3280 Barnett Drive, Bowen Apartments (Area B), 253 units of multi-family residential on Parcel 2 of Parcel Map 22202; consists of a three-story residential building wrapped around a four level at grade parking garage.

HV/Cal I Midway Owner LLC property:

- 2535 Midway Drive, (Area C), vacant, demolished former United States Post Office distribution center on Parcel 2 of Parcel Map 21693.

This request is for a General Plan and Community Plan Amendment (CPA) to re-designate the site from Business Park – Residential Permitted (Mixed-Use; 0-44 DU/AC) to Residential-High (45-73 DU/AC) land use. There is also a Rezone request included with the application from the CO 3-1 Commercial Office zone to a RM 3-9 Residential Multiple-Unit zone.

The General Plan and Community Plan Amendment was approved for initiation by Resolution Number 3299-PC on June 27, 2024 with direction to consider the following issues:

- Evaluate the proposed land use designations, residential density ranges, and zoning for the site;
- Review site designs for consistency with community plan policies;
- Encourage the provision of on-site affordable homes;
- Incorporate neighborhood serving commercial and dining uses to reduce the need for residents to drive;
- Incorporate home-occupation amenities, shared resources, and facilities such as conference rooms or co-work spaces;
- Provide active transportation measures, such as on-site bicycle repair or pedestrian scale lighting;
- Provide a parkway consistent with the Street Design Manuel for a 4-lane major Street;
- Provide active ground-floor uses in buildings with frontages along streets, public spaces, and parks;
- Ensure conformance with the Dutch Flats Urban Village CPIOZ–Type A supplemental development regulations in the community plan including the development of a linear park;
- Provide an onsite park consistent with the Community Plan;
- Provide amenities, public spaces, and pedestrian-scale elements associated with the proposed development consistent with the Community Plan;
- Ensure the connectivity of pedestrian and bicycle facilities to better integrate the subject site with surrounding development;
- Incorporate sustainable development features; and
- Ensure Climate Action Plan consistency.

In association with the General Plan Amendment, Community Plan Amendment and the Rezone request, Staff evaluated the proposed land use designations, density ranges, and zoning to determine uses that would result from the requested changes in land use and zoning. The resulting uses were found to be consistent with the applicable densities and uses in the General Plan and Community Plan.

There currently is a Recreation Easement recorded on the site providing conformance with the Dutch Flats Urban Village CPIOZ-Type A supplemental development regulation number 9. The Recreational Easement was recorded on August 18, 2021 as Document Number 2021-0587384. The Recreational Easement also acts as a Non-Traditional Park Equivalency provided under Section 7.4 of the Community Plan to meet the Community Plan park requirement. Therefore, no onsite park is necessary.

The application does not include a site development plan or propose any new construction. Many of the identified issues are programmatic and would be addressed with a site development permit. Therefore, issues such as building design, amenities, bicycle facilities, ground-floor

activation, sustainability features, and similar project-specific items cannot be evaluated with this application.

Thank you.

Shannyn Henkel

Shannyn Henkel
FRH Realty LLC
ShannynH@ffres.com
858-922-3478

RESOLUTION NUMBER R-_____

DATE OF FINAL PASSAGE _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO ADOPTING AN AMENDMENT TO THE GENERAL PLAN AND MIDWAY-PACIFIC HIGHWAY COMMUNITY PLAN TO REDESIGNATE A 16.05-ACRE SITE LOCATED AT 3250, 3280 BARNETT AVENUE, AND 2535 MIDWAY DRIVE FROM BUSINESS PARK – RESIDENTIAL PERMITTED TO RESIDENTIAL – HIGH.

RECITALS

The Council of the City of San Diego (Council) adopts this Resolution based on the following:

A. CSHV Post Pointe, LLC and HV/CAL I Midway Owner, LLC, requested an amendment to the General Plan and Midway-Pacific Highway Community Plan to redesignate a 16.05-acre site located at 3250 Barnett Avenue, 3280 Barnett Avenue, and 2535 Midway Drive, Assessor Parcel Numbers 450-480-15-00, 450-480-16-00, 450-480-17-00, and 450-480-13-00 from Business Park – Residential Permitted (0 to 44 dwelling units per acre) to Residential – High (45 to 73 dwelling units per acre). The site is legally described as Phase A Parcel: Parcel 1 of Parcel Map No. 22202, in the City of San Diego, County of San Diego, State of California, Filed in the Office of the County Recorder of San Diego County on November 21, 2025 (APNs 450-480-15-00 and 450-480-16-00), Phase B Parcel: Parcel 2 of Parcel Map 22202 in the City of San Diego, County of San Diego, Filed in the Office of the County Recorder of San Diego County on November 21, 2025 (APN 450-480-17-00), and Phase C Parcel: Parcel 1 of Parcel Map No. 21693, in the City of San Diego, County of San Diego, State of California, Filed in the Office of the County Recorder of San Diego County on June 19, 2019 (APN 450-480-13-00).

B. The action includes an amendment to the General Plan to redesignate the 16.05-acre site from Business Park – Residential Permitted (0 to 44 dwelling units per acre) to

DRAFT

Residential – High (45 to 73 dwelling units per acre) due to the Midway-Pacific Highway Community Plan being part of the Land Use Element of the General Plan.

C. The General Plan establishes the long-term vision for the City of San Diego (City) and guides future growth citywide, and the Midway-Pacific Highway Community Plan serves as the long-range vision for land use, mobility, urban design, public facilities, safety and services, recreation, natural resources, historic and cultural resources, and economic development within the Midway-Pacific Highway Community Planning Area. The amendment retains internal consistency with the General Plan and Midway-Pacific Highway Community Plan and helps achieve long-term community and citywide goals.

D. On November 19, 2026, the Planning Commission of the City of San Diego found the proposed amendment consistent with the General Plan and Midway-Pacific Highway Community Plan, and recommended Council approval of the project.

E. On [INSERT DATE], the Council held a public hearing for the purpose of considering the proposed amendment to the General Plan and Midway-Pacific Highway Community Plan. The Council considered the Planning Commission record and recommendation, as well as all maps, exhibits, and written documents contained in the file for the project on record in the City, and has considered the oral presentations given at the public hearing.

F. The Office of the City Attorney prepared this Resolution based on the information provided by City staff, including information provided by affected third parties and verified by City staff, with the understanding that this information is complete and accurate.

ACTION ITEMS

Be it resolved by the Council of the City of San Diego (Council):

DRAFT

1. The amendment to the Midway-Pacific Highway Community Plan is adopted, a copy of which is on file in the office of the City Clerk as Document No. RR-_____, redesignating the 16.05-acre site located at 3250 Barnett Avenue, 3280 Barnett Avenue, and 2535 Midway Drive, Assessor Parcel Numbers 450-480-15-00, 450-480-16-00, 450-480-17-00, and 450-480-13-00, from Business Park – Residential Permitted (0 to 44 dwelling units per acre) to Residential – High (45 to 73 dwelling units per acre).

2. An amendment to the General Plan for the City of San Diego is adopted, a copy of which is on file in the office of the City Clerk as Document No. RR-_____, to incorporate the above amended Midway-Pacific Highway Community Plan.

APPROVED: HEATHER FERBERT, City Attorney

By _____
Justin R. Bargar
Deputy City Attorney

JRB:nja
Month DD, YYYY
Or.Dept: DSD
CC No.: N/A
Doc. No. #######

ATTACHMENT: 1. Midway-Pacific Highway Community Plan Amended Maps and Tables

I certify that the Council of the City of San Diego adopted this Resolution at a meeting held on _____.

DIANA J.S. FUENTES
City Clerk

By _____
Deputy City Clerk

DRAFT

Approved: _____ _____
(date) TODD GLORIA, Mayor

Vetoed: _____ _____
(date) TODD GLORIA, Mayor

DRAFT

ATTACHMENT 1

MIDWAY-PACIFIC HIGHWAY COMMUNITY PLAN
AMENDED MAPS AND TABLES

DRAFT






Midway - Pacific Highway

Community Plan

DRAFT Community Plan Amendment, November 2026

APPROVAL OF THE MIDWAY-PACIFIC HIGHWAY COMMUNITY PLAN

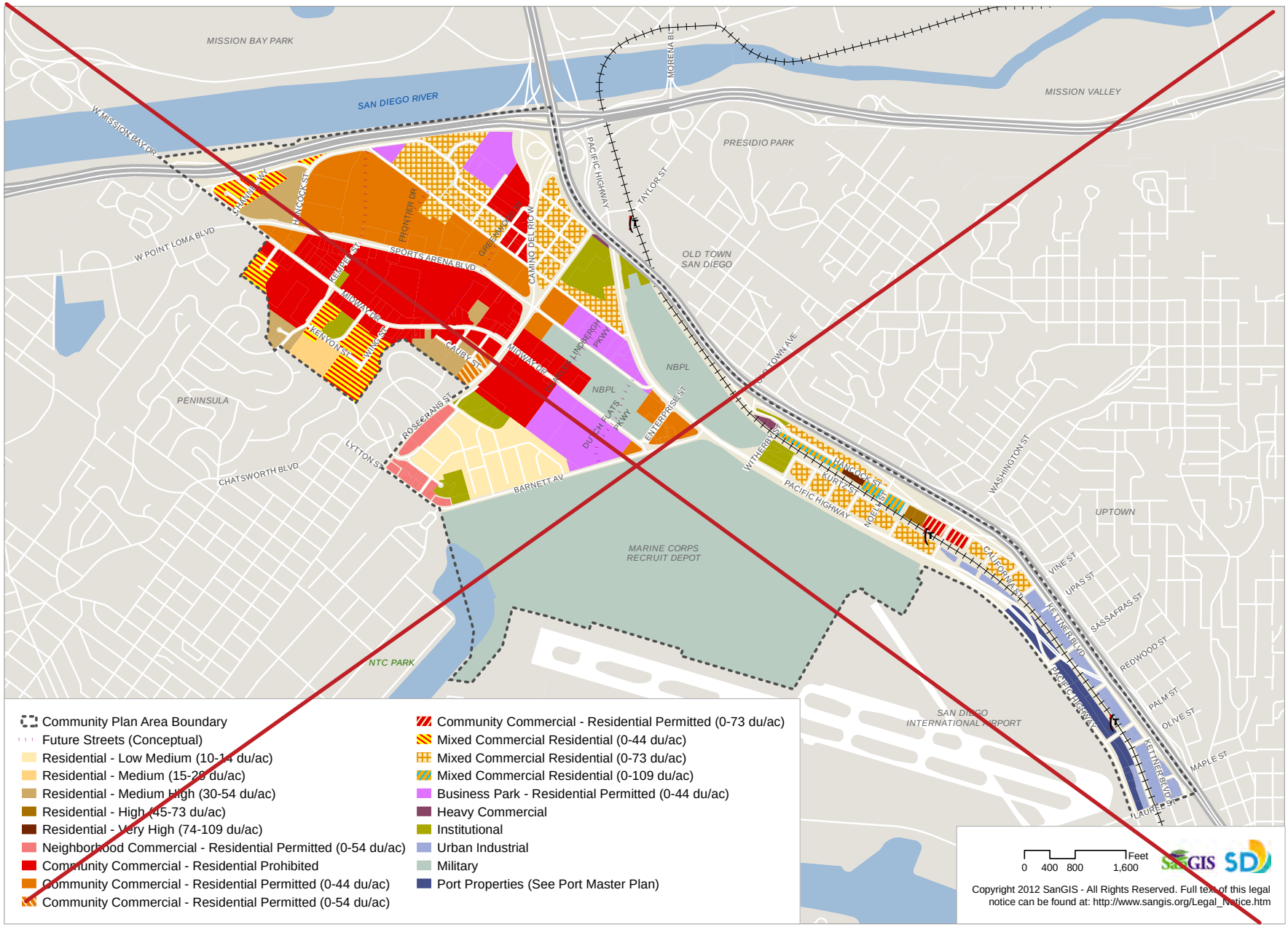
DESCRIPTION	DATE APPROVED BY PLANNING COMMISSION & REPORT NUMBER	DATE ADOPTED BY CITY COUNCIL & RESOLUTION NUMBER	DATE CERTIFIED BY COASTAL COMMISSION & CERTIFICATION NUMBER
Adoption of Midway-Pacific Highway Community Plan	April 26, 2018 PC-18-014	September 17, 2018 R-311973	March 7, 2019 LCP-6-CCP-18-0094-4
Community Plan Amendment to redesignate a 16.05-acre site from Business Park - Residential Permitted (0-44 du/ac) to Residential High (45-73 du/ac) within the Dutch Flats Urban Village	To Be Determined PC-XX-XXX	To Be Determined R-XXXXXX	N/A

LAND USE, VILLAGES & DISTRICTS

2

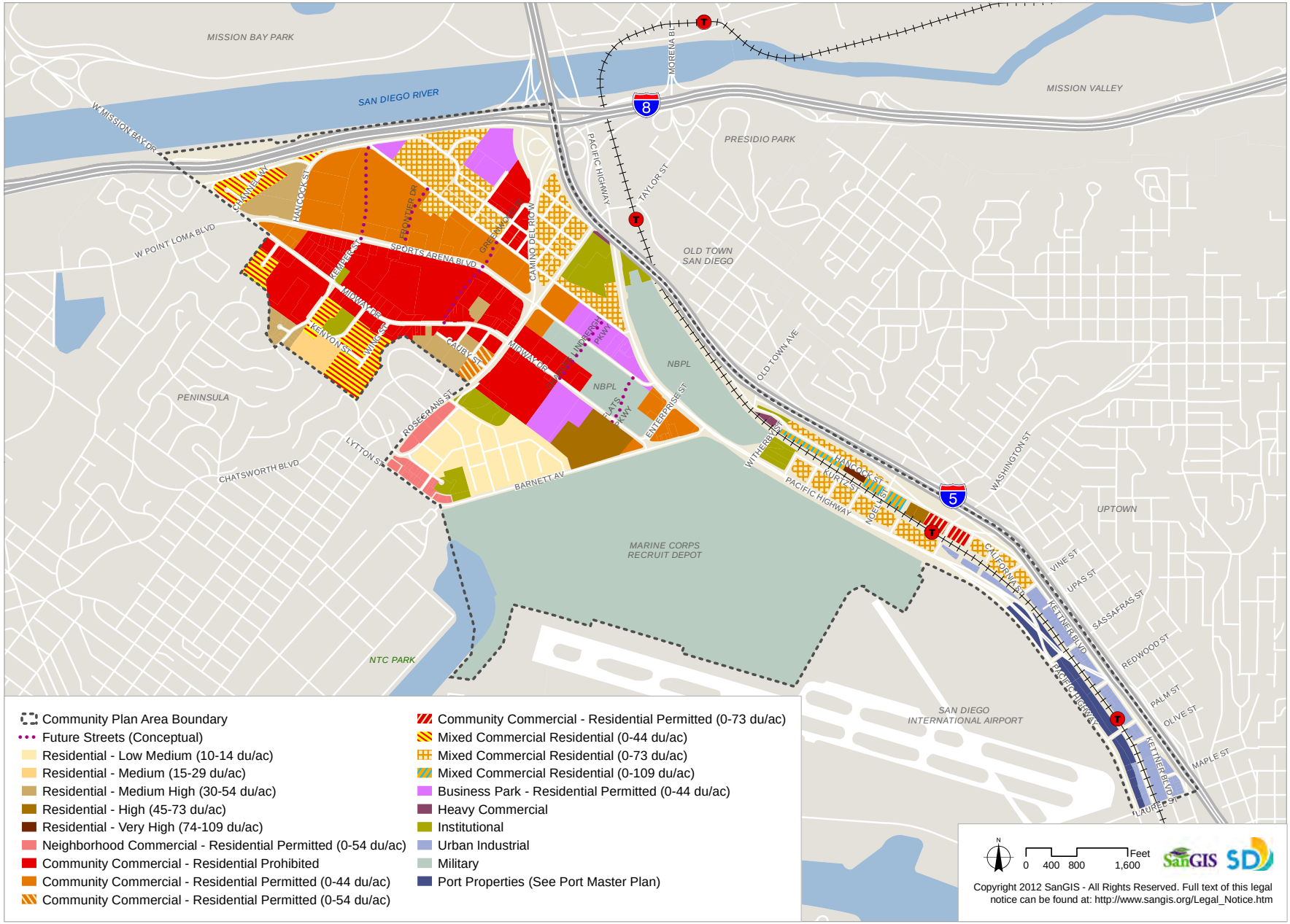
2.1 Existing Land Use
2.2 Land Use Framework
2.3 Planning Horizon
2.4 Villages and Districts
2.5 Airport Land Use Compatibility
2.6 Community Plan Implementation Overlay Zone

FIGURE 2-1: LAND USE MAP



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FIGURE 2-1: LAND USE MAP



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TABLE 2-2: MIDWAY - PACIFIC HIGHWAY POTENTIAL DEVELOPMENT

	EXISTING (2015)	FUTURE CHANGE	HORIZON TOTAL
Household Population	4,600	~~23,660~~ 24,720	~~28,260~~ 29,320
Employment (Jobs)	15,200	4,370	19,570
Residential (Dwelling Units)	1,935	~~10,155~~ 10,621	~~12,090~~ 12,556
Non-Residential (Square Feet)	9.8 million	300,000	10.1 million

Data Source - Existing: SANDAG 2015 Estimate
Data Source - Series 14 Regional Growth Forecast
Data Source - Horizon: City of San Diego Planning Department



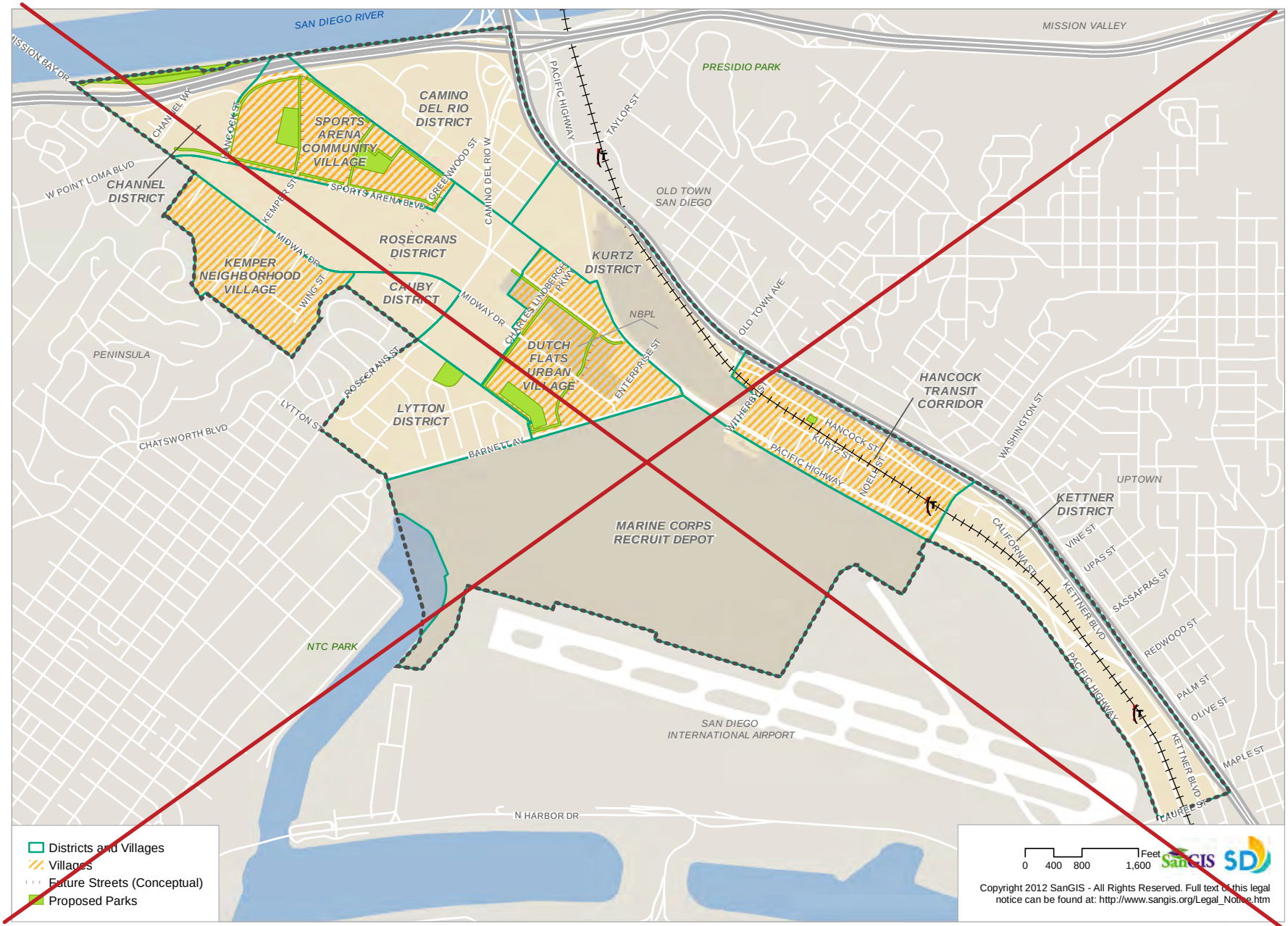
New pedestrian-oriented development will help create an appealing community character.

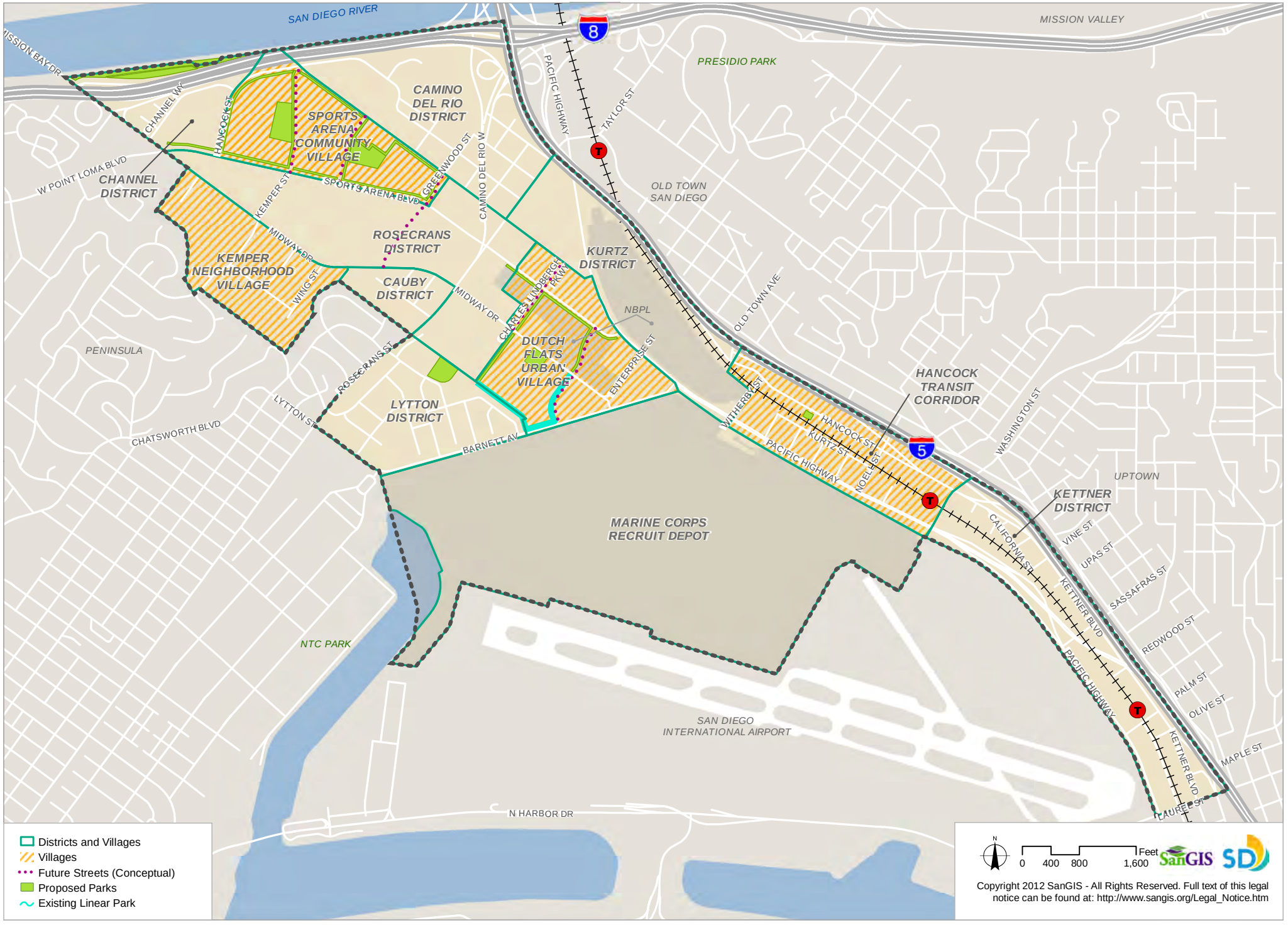
2.3 PLANNING HORIZON

The community plan policies provide a land use direction that covers a 30-year planning horizon. Table 2-2 presents the potential development resulting from the application of the Community Plan land uses. These projections provide a reasonable assessment of Midway - Pacific Highway's development potential. However, designation of site for a certain use does not mean that all of these sites will undergo change within the 30-year horizon of the community plan, or that other sites not included in this acreage will not undergo change.

For the purposes of calculating the future household population, it has been assumed that ~~2.46~~ 2.56 persons reside in each household, and that there is a ~~95~~ 89.1 percent occupancy rate for the community. The persons per household and vacancy rate are assumptions for calculating the residential population at the community plan horizon year.

FIGURE 2-2: VILLAGES AND DISTRICTS MAP



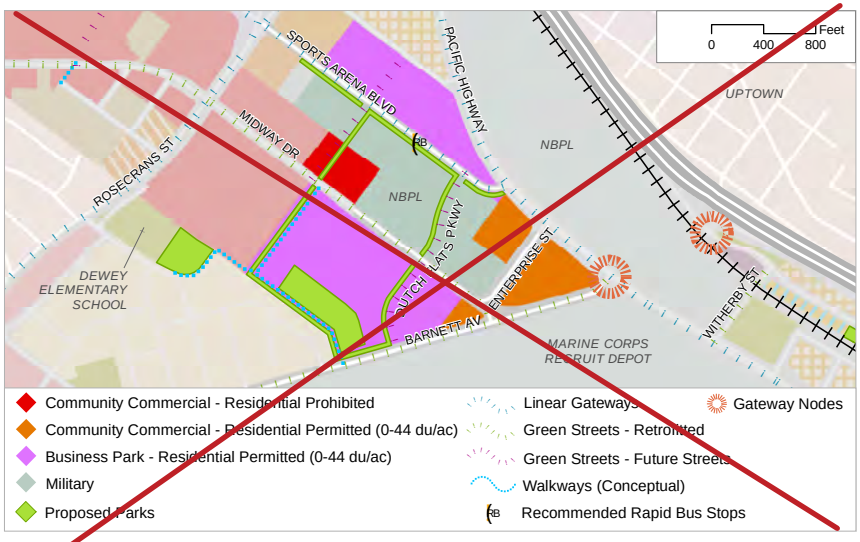

SAN DIEGO RIVER
MISSION BAY DR
MISSION VALLEY
PRESIDIO PARK
CAMINO DEL RIO DISTRICT
SPORTS ARENA COMMUNITY VILLAGE
CHANNEL WY
HANCOCK ST
PACIFIC HIGHWAY
TAYLOR ST
W POINT LOMA BLVD
CHANNEL DISTRICT
SPORTS ARENA BLVD
GREENWOOD ST
CAMINO DEL RIO W
OLD TOWN SAN DIEGO
KEMPER ST
MIDWAY DR
ROSECRANS DISTRICT
KEMPER NEIGHBORHOOD VILLAGE
WING ST
CAUBY DISTRICT
KURTZ DISTRICT
CHARLES LINDBERGH PKWY
NBPL
OLD TOWN AVE
PENINSULA
ROSECRANS ST
DUTCH FLATS URBAN VILLAGE
ENTERPRISE ST
HANCOCK TRANSIT CORRIDOR
WITHERBY ST
HANCOCK ST
KURTZ ST
WASHINGTON ST
LYTTON ST
LYTTON DISTRICT
CHATSWORTH BLVD
BARNETT AV
PACIFIC HIGHWAY
NOEL ST
UPTOWN
KETTNER DISTRICT
MARINE CORPS RECRUIT DEPOT
VINE ST
UPAS ST
CALIFORNIA ST
KETTNER BLVD
SASSAFRAS ST
REDWOOD ST
PALM ST
OLIVE ST
MAPLE ST
NTC PARK
SAN DIEGO INTERNATIONAL AIRPORT
N HARBOR DR
LAUREL ST
Districts and Villages
Villages
Future Streets (Conceptual)
Proposed Parks
Existing Linear Park
N
0 400 800 1,600 Feet
SanGIS SD
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2.4.2 DUTCH FLATS URBAN VILLAGE

The Community Plan envisions Dutch Flats as an employment and residential-focused urban village, as shown in Figure 2-5. Office uses and flex and innovation space will support and complement the Naval Base Point Loma (NBPL) properties and provide opportunities for defense-related, research and development, other base sector industries to establish business locations in proximity to transit, Downtown, and San Diego International Airport.

The integration of retail, park, public space, and residential uses within the village along new streets (Charles Lindbergh Parkway and Dutch Flats Parkway) and pedestrian and bicycle infrastructure will create a walkable, transit-oriented, mixed-use employment village. Plazas or urban greens will function as focal points within the village by providing social and recreation opportunities for residents, employees, and visitors. The public spaces will be connected via the community's green street and multi-use urban path networks to other parks, San Diego Bay, the San Diego River, and Mission Bay. To encourage pedestrian activity, buildings will front onto streets, pedestrian paths, and public spaces and incorporate active street-level uses. Improved pedestrian and bicycle facilities along Pacific Highway will facilitate access to the Old Town Transit Center, and the integration of a rapid bus station into the village will support transit use by employees, residents, and visitors. This vision for Dutch Flats Urban Village is illustrated in Figure 2-6.

FIGURE 2-5: DUTCH FLATS URBAN VILLAGE



POLICIES

Vision

LU-4.2 Establish a pedestrian- and transit-oriented urban village with an employment emphasis and a mix of commercial and residential uses to complement the employment uses.

LU-4.3 Support the continued use of the NBPL properties in the Dutch Flats Urban Village for military purposes.

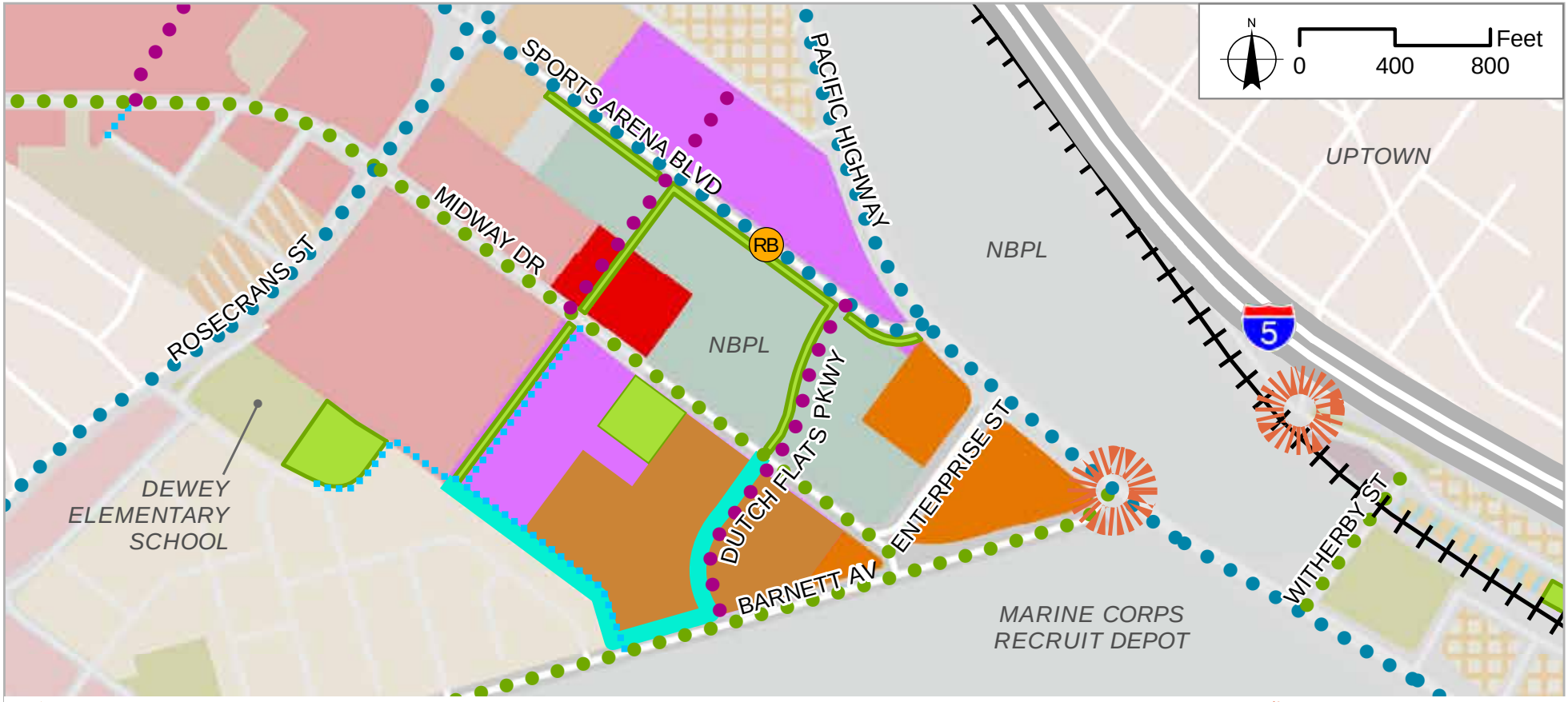
LU-4.4 Should the U.S. Navy elect to undertake development on its property in the village, encourage the Navy to consult the Community Plan's vision of development that is integrated into the village while maintaining security, as well as policies on pedestrian-oriented urban design and mobility improvements.

Uses

LU-4.5 Provide employment uses which can include a mix of space for office, research and development, innovation, logistics, and technology uses.

LU-4.6 Encourage the integration of residential uses with the employment uses in the village.

LU-4.7 Encourage neighborhood-serving retail and dining uses within the business park-designated areas to reduce the need for employees and residents to drive.



- Residential - High (45-73 du/ac)
- Community Commercial - Residential Prohibited
- Community Commercial - Residential Permitted (0-44 du/ac)
- Business Park - Residential Permitted (0-44 du/ac)
- Military
- Proposed Parks
- Existing Linear Park
- Linear Gateways
- Green Streets - Retrofitted
- Green Streets - Future Streets
- Walkways (Conceptual)
- RB Recommended Rapid Bus Stops
- Gateway Nodes

2.4.4 ROSECRANS DISTRICT

The Community Plan envisions the Rosecrans District as a pedestrian-oriented commercial area, as shown on Figure 28. Large-format retail uses can be retained while incorporating infrastructure that provides improved pedestrian and bicycle access and smaller infill pedestrian-oriented retail spaces fronting Rosecrans Street, Midway Drive, and Sports Arena Boulevard. Public spaces, such as plazas or an urban green, can be incorporated into shopping centers to function as community spaces for outdoor eating and events.

The superblock between Midway Drive and Sports Arena Boulevard is envisioned to be retrofitted with a pedestrian-oriented commercial main street lined with smaller infill retail uses and public spaces. Public or private streets and internal drives within the superblock can frame new and existing commercial uses and provide additional north–south access between Midway Drive and Sports Arena Boulevard, as addressed in the Mobility Element. Refer to the Mobility, Urban Design, and Recreation Elements for additional discussion and policies regarding planned improvements to Rosecrans Street, Sports Arena Boulevard, and the Rosecrans Street/Camino Del Rio West/Sports Arena Boulevard intersection.

POLICIES

LU-4.28 Redesign existing commercial centers into pedestrian-oriented shopping, dining, and entertainment areas with public spaces as focal points.

LU-4.29 Encourage active pedestrian-oriented streetfront retail uses for shopping, dining, and gathering along Sports Arena Boulevard, Midway Drive and Rosecrans Street.

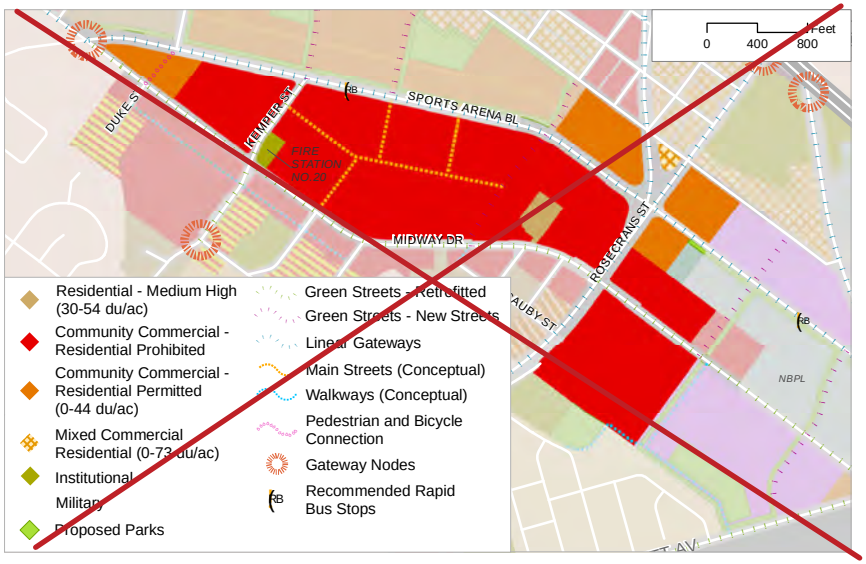
LU-4.30 Apply the Community Commercial - Residential Prohibited land use designation without a community plan amendment should Fire Station No. 20 relocate to another site in the community.

LU-4.31 Encourage the transformation of the superblock bounded by Sports Arena Boulevard, Midway Drive, Kemper Street, and Rosecrans Street into to a pedestrian-, bicycle-, and transit-friendly commercial area.

- **A.** Provide a pedestrian design orientation that cohesively integrates a variety of active commercial uses along public and private streets and internal driveways.
- **B.** Develop a network of public or private streets and internal driveways with pedestrian and bicycle paths to break up the superblock and create a pedestrian scale for new development.
- **C.** Encourage the development of parking structures to reduce the amount of surface parking.
- **D.** Provide public spaces that serves as a focal point for passive recreation, events, and outdoor eating, such as plazas or urban greens.

LU-4.32 Create multi-use urban paths along Sports Arena Boulevard and the south side of Rosecrans Street.

FIGURE 2-8: ROSECRANS DISTRICT




N
0
400
800
Feet
DUKE ST
KEMPER ST
SPORTS ARENA BL
RB
FIRE STATION NO. 20
MIDWAY DR
ROSECRANS ST
AUBY ST
NBPL
Residential - High (45-73 du/ac)
Residential - Medium High (30-54 du/ac)
Community Commercial - Residential Prohibited
Community Commercial - Residential Permitted (0-44 du/ac)
Mixed Commercial Residential (0-73 du/ac)
Institutional
Military
Proposed Parks
Existing Linear Park
Green Streets - Retrofitted
Green Streets - New Streets
Linear Gateways
Main Streets (Conceptual)
Walkways (Conceptual)
Pedestrian and Bicycle Connection
Gateway Nodes
Recommended Rapid Bus Stops

2.4.7 CAUBY DISTRICT

The Community Plan envisions the Cauby District as a pedestrian-oriented residential and commercial district, with pedestrian-oriented commercial uses along Midway Drive and Rosecrans Street as shown on Figure 2-11. The creation of a pedestrian and bicycle multi-use path along Midway Drive will connect Mission Bay Park and the San Diego River Park to San Diego Bay.

POLICIES

LU-4.42 Encourage distinct and varying building facades with a pedestrian scale and a landscaped setback along neighborhood streets.

LU-4.43 Support the use of excess right-of-way at Riley Street and Midway Drive to create a pedestrian plaza.

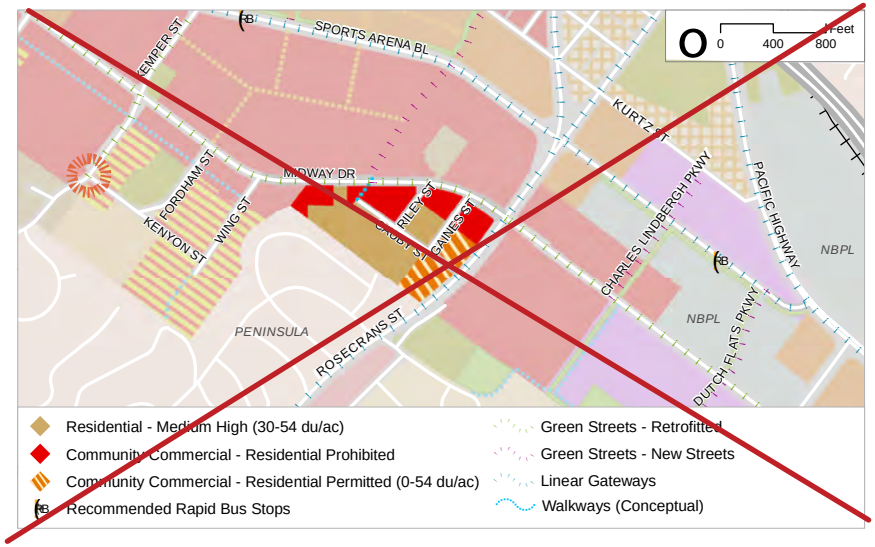
LU-4.44 Create a multi-use urban path along Midway Drive to serve as a pedestrian and bicycle connection for the Midway link.

LU-4.45 Encourage the development of a walkway from the western end of Cauby Street to Midway Drive.

LU-4.46 Encourage the integration of the commercial uses fronting Midway Drive with the abutting residential uses by providing pedestrian access paths or walkways.

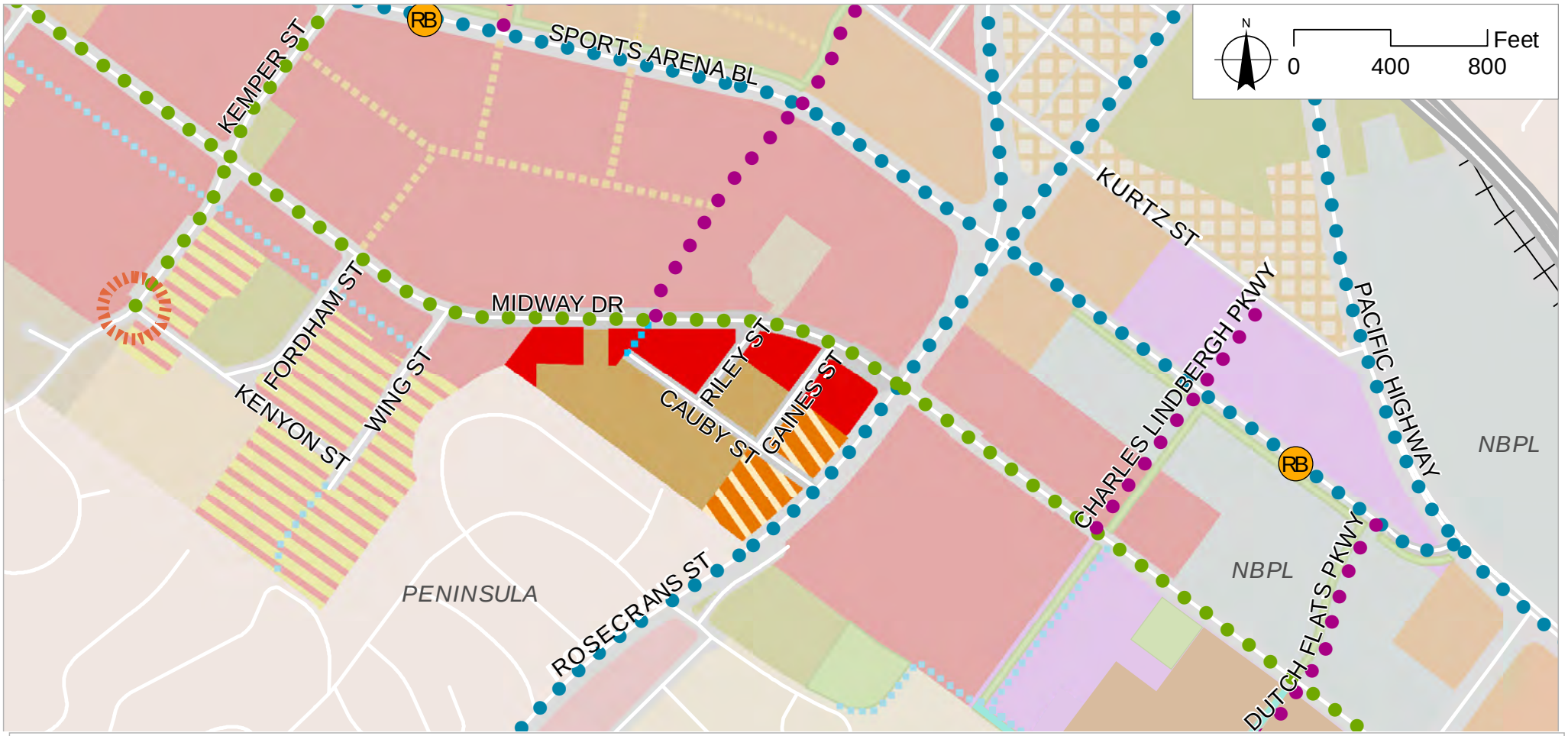
LU-4.47 Encourage development to provide a landscaped setback abutting the single family residences in the Peninsula Community Plan area.

FIGURE 2-11: CAUBY DISTRICT





Existing and new residential development along neighborhood streets in the Cauby District can incorporate distinct and varying building facades with a landscaped setback.



- Residential - High (45-73 du/ac)
- Residential - Medium High (30-54 du/ac)
- Community Commercial - Residential Prohibited
- Community Commercial - Residential Permitted (0-54 du/ac)
- Recommended Rapid Bus Stops
- Existing Linear Park
- Green Streets - Retrofitted
- Green Streets - New Streets
- Linear Gateways
- Walkways (Conceptual)

2.4.8 KURTZ DISTRICT

The Community Plan envisions the Kurtz District as an employment area with military, institutional, office, research and development, and complementary residential uses, as shown on Figure 2-12, which support and complement the Naval Base Point Loma (NBPL) properties in the district. Infrastructure and design improvements along Rosecrans Street and Pacific Highway will enhance the pedestrian and bicycle environment and the links to Old Town and Downtown. Improvements at the intersections of Pacific Highway with Barnett Avenue and Witherby Street are also envisioned to improve pedestrian and bicycle access and safety. Refer to the Mobility and Urban Design Elements for additional discussion and policies regarding improvements to Pacific Highway and Rosecrans Street.

POLICIES

LU-4.48 Incorporate building and streetscape design along Rosecrans Street and Pacific Highway that enhance the pedestrian and bicycle environment and incorporate community gateway elements to highlight the gateways from Old Town San Diego.

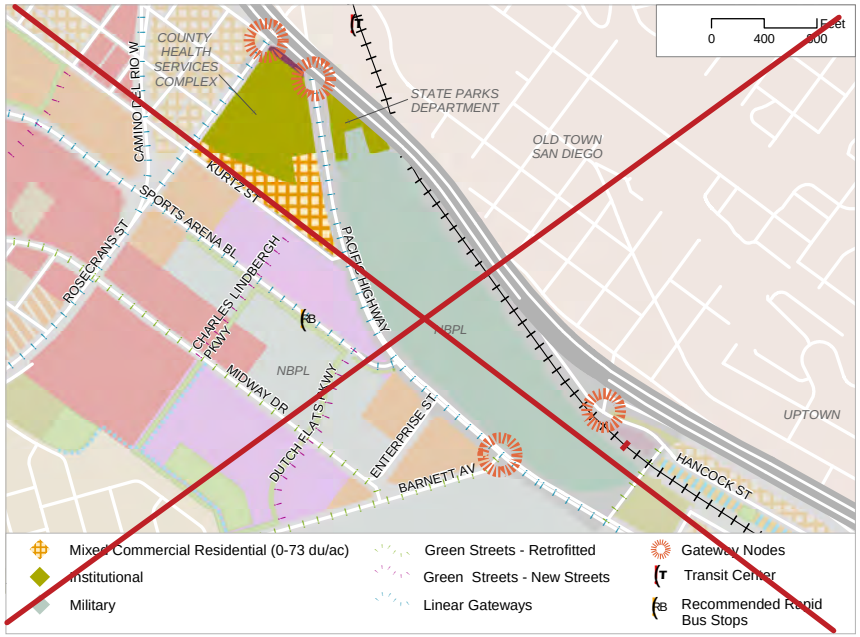
LU-4.49 Work with property owners to improve the streetscape and pedestrian and bicycle environment along Pacific Highway and Witherby Street.

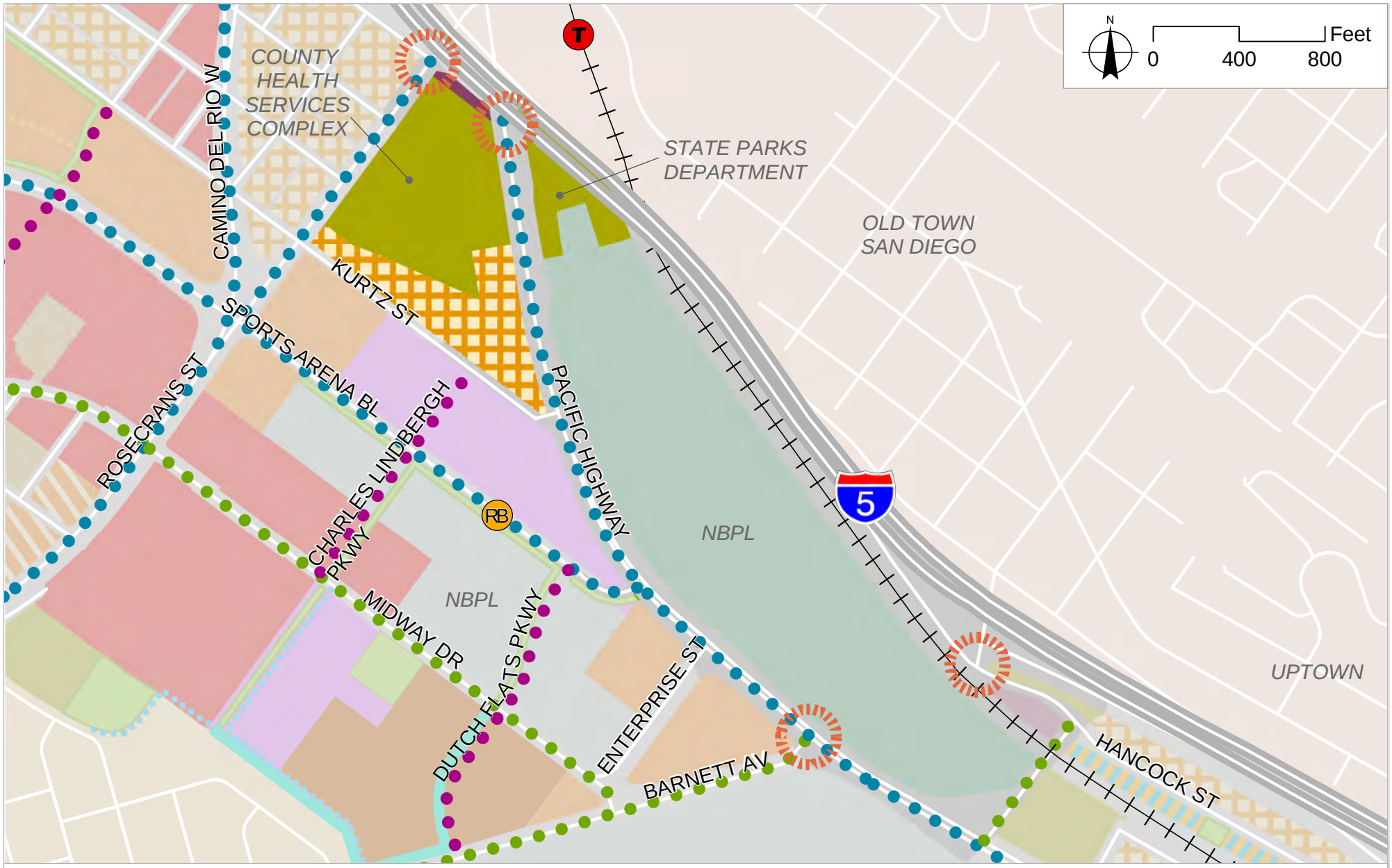
LU-4.50 Encourage the U.S. Navy to consult the Community Plan's vision of development that could serve as the district's focal point while maintaining security, as well as policies on pedestrian-oriented urban design and mobility improvements.

LU-4.51 Apply the Business Park - Residential Permitted land use designation at a density of 0-44 dwelling units per acre without a community plan amendment should all or a portion of the County's Health Services Complex site become available for repurposing.

- **A.** Consider extending Hancock and Moore Streets through the site to improve mobility connections for vehicles, pedestrians and bicycles.
- **B.** Encourage new development to provide park space to serve any proposed residents.

FIGURE 2-12: KURTZ DISTRICT




N
Feet
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COUNTY HEALTH SERVICES COMPLEX
STATE PARKS DEPARTMENT
OLD TOWN SAN DIEGO
CAMINO DEL RIO W
KURTZ ST
SPORTS ARENA BL
ROSECRANS ST
CHARLES LINDBERGH PKWY
PACIFIC HIGHWAY
NBPL
NBPL
MIDWAY DR
DUTCH FLATS PKWY
ENTERPRISE ST
BARNETT AV
HANCOCK ST
UPTOWN
5
T
RB
Mixed Commercial Residential (0-73 du/ac)
Institutional
Military
Green Streets - Retrofitted
Green Streets - New Streets
Linear Gateways
Gateway Nodes
Transit Center
Recommended Rapid Bus Stops

2.4.9 LYTTON DISTRICT

The Community Plan envisions the Lytton District as a residential-oriented district with mixed-use residential and neighborhood-serving commercial uses along Lytton Street and Rosecrans Street, as shown in Figure 2-13. Gateway Village, which comprises the majority of the District, provides housing for military families, and the Loma Theater on Rosecrans Street services as a community icon and gateway landmark. A pivotal component of the Community Plan is the creation of a pedestrian and bicycle linkages to NTC Park at Liberty Station and San Diego Bay along Lytton Street, Barnett Avenue, and Rosecrans Street. This pedestrian and bicycle linkage should be accommodated by new development in the district.

POLICIES

LU-4.52 Encourage mixed-use neighborhood commercial uses along Rosecrans Street and residential uses along Rosecrans Place as part of single- or multiple-building developments.

LU-4.53 Encourage the adaptive reuse of the Loma Theater for residential and neighborhood-serving commercial uses while preserving the exterior form of the building.

LU-4.54 Encourage mixed-use neighborhood commercial and residential uses along Lytton Street and residential along Cadiz Street as part of single- or multiple-building developments that propose to consolidate properties between Lytton Street and Cadiz Street.

LU-4.55 Encourage distinct and varying building facades with a pedestrian scale and a landscaped setback along Cadiz Street.

LU-4.56 Incorporate a pedestrian and bicycle connection between Rosecrans Street, Liberty Station, and Dutch Flats Urban Village via Lytton Street and Barnett Avenue.

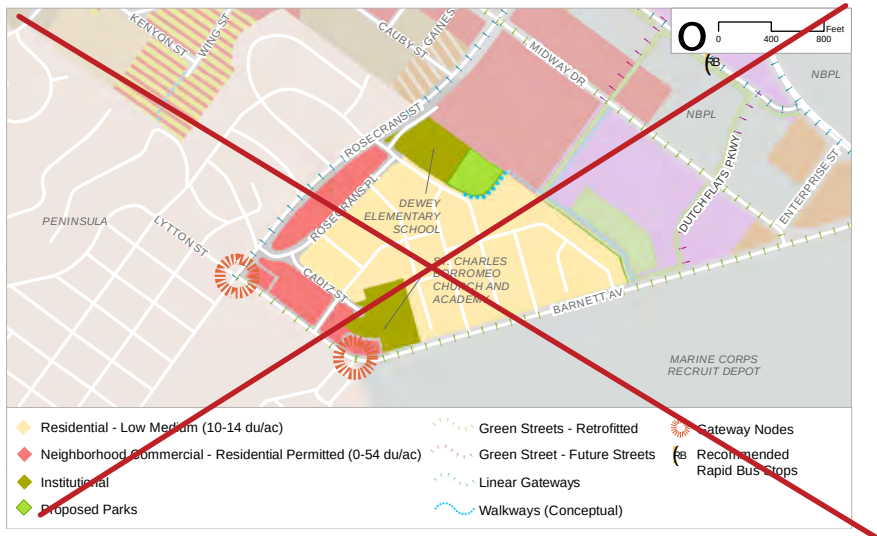
LU-4.57 Incorporate a pedestrian and bicycle connection between the Peninsula community and the Old Town Transit Center via Rosecrans Street.

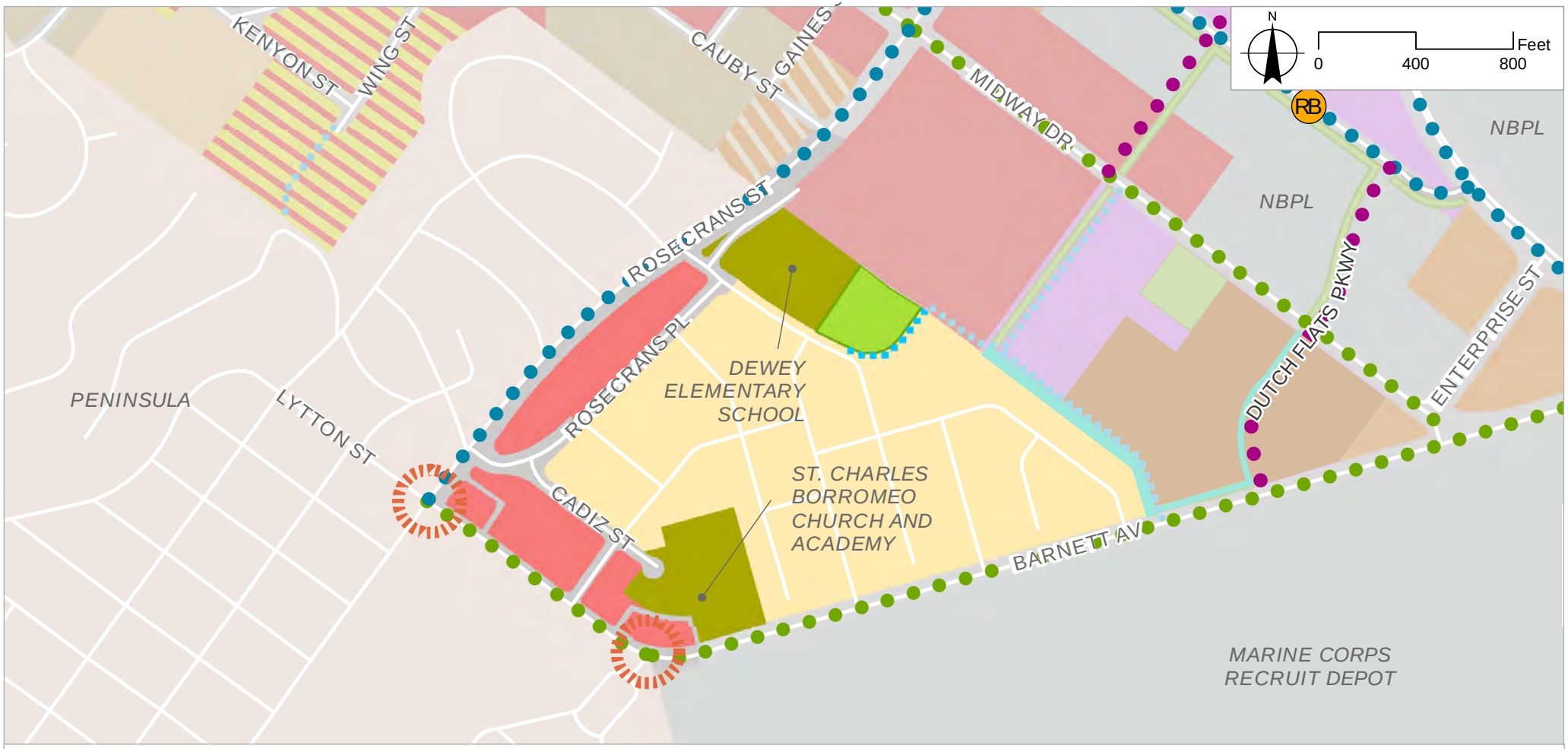
LU-4.58 Encourage incorporation of park space and pedestrian walkways to connect Shoup Drive and Dewey Elementary School to the conceptual linear park along the boundary between the Lytton District and Dutch Flats Urban Village.

LU-4.59 Should Dewey Elementary School relocate, the site should be considered for use as a public space, park, or recreational facility. If development of a public space, park or recreational use is infeasible, apply a Residential land use designation at a density of 30-54 dwelling units per acre without a community plan amendment and require on-site public park space to meet population-based needs.

LU-4.60 Apply a Residential land use designation at a density of 30-54 dwelling units per acre without a community plan amendment should the St. Charles Borromeo Church, Convent, and Academy relocate.

FIGURE 2-13: LYTTON DISTRICT



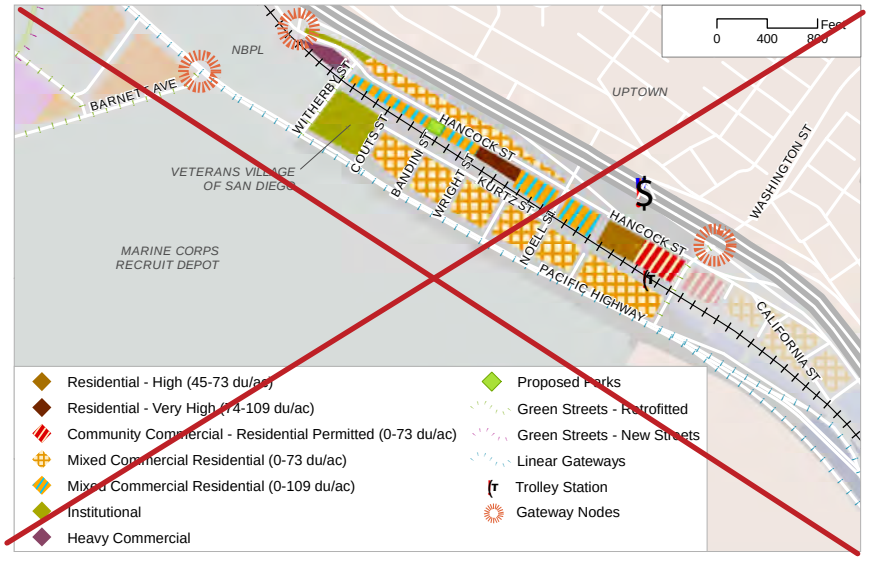


- Residential - Low Medium (10-14 du/ac)
- Neighborhood Commercial - Residential Permitted (0-54 du/ac)
- Institutional
- Proposed Parks
- Green Streets - Retrofitted
- Green Street - Future Streets
- Linear Gateways
- Walkways (Conceptual)
- Gateway Nodes
- RB Recommended Rapid Bus Stops

2.4.10 HANCOCK TRANSIT CORRIDOR

The Community Plan envisions the Hancock Transit Corridor as a multiple-use and mixed-use corridor connected to the Washington Street Trolley Station and the historic Mission Brewery, with a diverse mix of residential, office, and retail uses as shown in Figure 2-14. Residential development which can include workforce and affordable housing will activate the area and take advantage of nearby access to trolley service. Active pedestrian-oriented retail uses along Pacific Highway and Hancock Street will complement residential and office uses. Pacific Highway will be transformed into a linear gateway providing an enhanced pedestrian and bicycle connection between Old Town, Midway-Pacific Highway and Downtown. This street enhancement includes the installation of a multi-use urban path along the frontage road on Pacific Highway, and is further described in the Mobility and Urban Design Elements. The vision for the Hancock Transit Corridor is illustrated in Figure 2-15.

FIGURE 2-14: HANCOCK TRANSIT CORRIDOR



POLICIES

LU-4.61 Support the incorporation of residential and commercial uses within the historic Mission Brewery building while preserving the exterior form of the building.

LU-4.62 Support the construction of live/work quarters (for adaptive reuse of an existing building) and shopkeeper units (for new development) suitable for artists, innovators, craftspeople, and other businesses.

LU-4.63 Support the development of residential and/or office uses at the MTS storage yard property adjacent to Hancock Street should the property become available for development.

- **A.** Incorporate a plaza or pocket park open to the public to provide a view corridor to Bandini Street.
- **B.** Encourage the site plan and building massing to maintain the grid block pattern.
- **C.** Consider the construction of a new trolley station should MTS/SANDAG relocate the Washington Trolley Station to the potential Intermodal Transit Center.

LU-4.64 Encourage development with varying building facades and a pedestrian scale, without a front setback or with a limited setback to form a defined street wall.

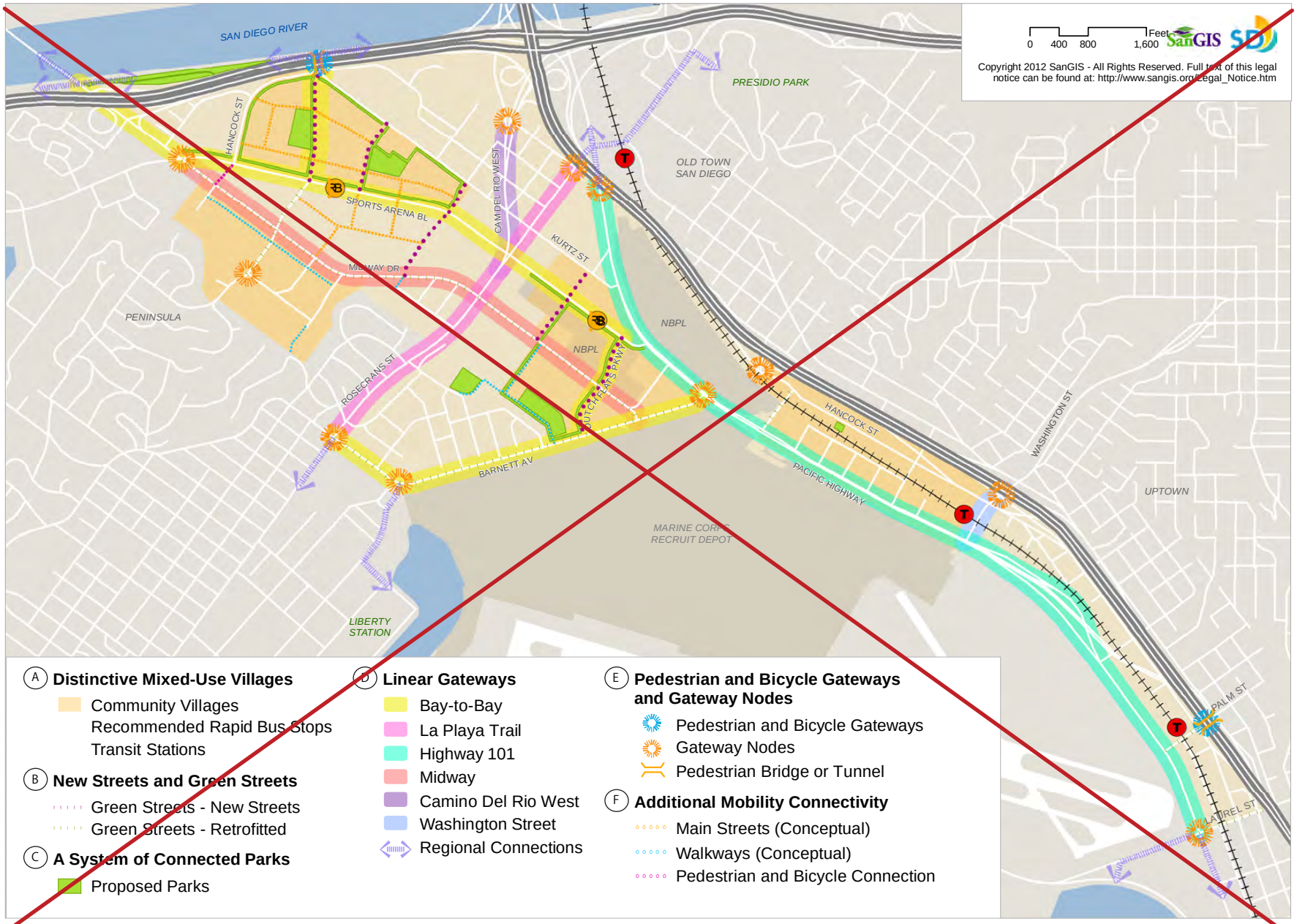
LU-4.65 Maintain the grid block pattern along Pacific Highway to promote pedestrian activity.

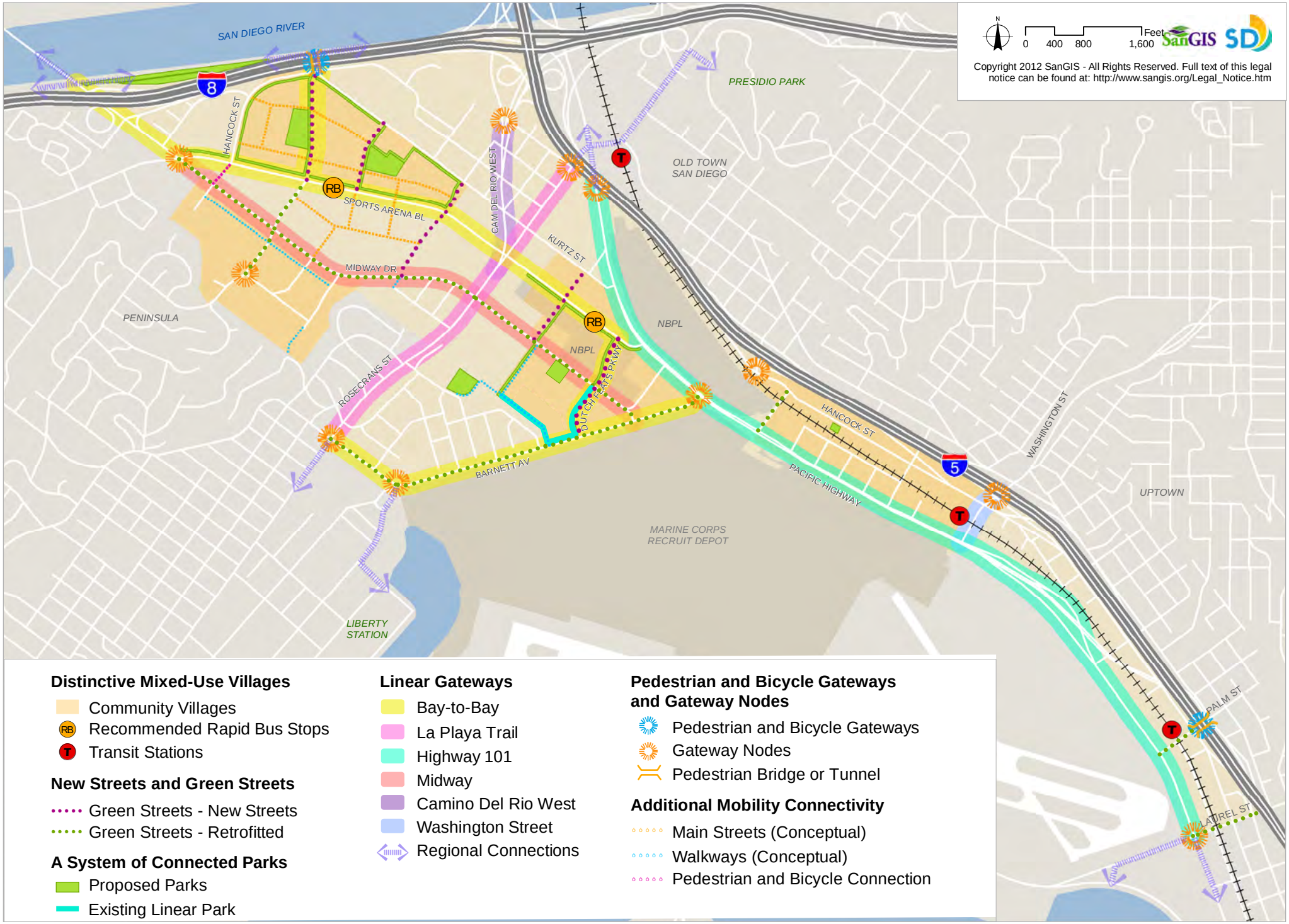
LU-4.66 Support landscaping and walkways adjacent to the rail right-of-way that are compatible with rail operations to facilitate pedestrian connections to the Washington Trolley Station.

LU-4.67 Enhance the pedestrian and bicycle environment along Hancock Street and Pacific Highway to support connections to the Washington Street Trolley Station, Old Town San Diego, and Downtown.


N
0
400
800
Feet
NBPL
BARNETT AVE
WITHERBY ST
COUTS ST
BANDINI ST
WRIGHT ST
KURTZ ST
HANCOCK ST
UPTOWN
WASHINGTON ST
VETERANS VILLAGE
OF SAN DIEGO
MARINE CORPS
RECRUIT DEPOT
5
HANCOCK ST
NOELL ST
PACIFIC HIGHWAY
CALIFORNIA ST
T
Residential - High (45-73 du/ac)
Residential - Very High (74-109 du/ac)
Community Commercial - Residential Permitted (0-73 du/ac)
Mixed Commercial Residential (0-73 du/ac)
Mixed Commercial Residential (0-109 du/ac)
Institutional
Heavy Commercial
Proposed Parks
Green Streets - Retrofitted
Green Streets - New Streets
Linear Gateways
Trolley Station
Gateway Nodes

FIGURE 4-1: URBAN DESIGN FRAMEWORK (CONTINUES)





Distinctive Mixed-Use Villages

- Community Villages
- Recommended Rapid Bus Stops
- Transit Stations

New Streets and Green Streets

- Green Streets - New Streets
- Green Streets - Retrofitted

A System of Connected Parks

- Proposed Parks
- Existing Linear Park

Linear Gateways

- Bay-to-Bay
- La Playa Trail
- Highway 101
- Midway
- Camino Del Rio West
- Washington Street
- Regional Connections

Pedestrian and Bicycle Gateways and Gateway Nodes

- Pedestrian and Bicycle Gateways
- Gateway Nodes
- Pedestrian Bridge or Tunnel

Additional Mobility Connectivity

- Main Streets (Conceptual)
- Walkways (Conceptual)
- Pedestrian and Bicycle Connection

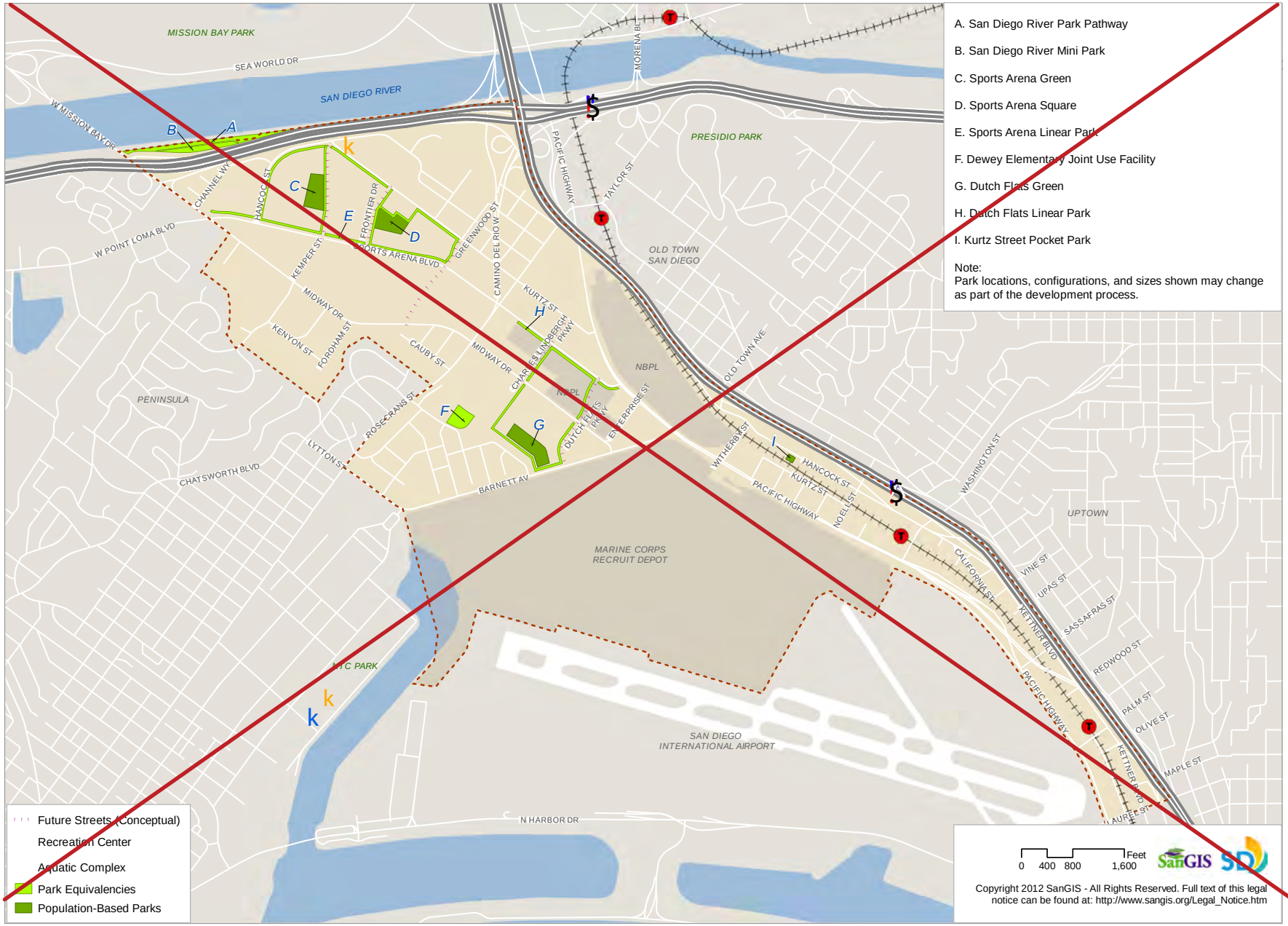
RECREATION 7

7.1 Vision
7.2 Strategy
7.3 Population-Based Parks and Recreation Facilities
7.4 Park Equivalencies

TABLE 7-1: POPULATION-BASED PARKS AND RECREATION FACILITIES INVENTORY AND RECOMMENDATIONS

SITE (FIGURE 7-1)	PARKS/ RECREATION FACILITIES	EXISTING USABLE ACREAGE	FUTURE USABLE ACREAGE	PARKS AND RECREATION FACILITIES LOCATIONS AND DESCRIPTIONS	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
POPULATION-BASED PARKS:					
Neighborhood Parks, Mini Parks, and Pocket Parks					
C	Sports Arena Green (Neighborhood Park)		3.30	Proposed park site located within the Sports Arena Community Village.	Design and construction of plazas, children's play area, multi-purpose courts, multi-purpose turf areas, site furniture, picnic areas, comfort station, walkways, and landscaping.
D	Sports Arena Square (Mini Park)		2.80	Proposed park site located within the Sports Arena Community Village.	Design and construction of plazas, multi-purpose turf areas, picnic areas, paths and landscaping for cultural and community events.
G	Dutch Flats Green (Neighborhood Park)		~~3.70~~ 0.6	Proposed park site located within the Dutch Flats Urban Village.	Acquisition, design and construction of multi-purpose turf areas, picnic area, children's play area, comfort station, small multi-purpose courts, walkways, and landscaping.
PARK EQUIVALENCIES:					
Non-Traditional Park Sites					
E	Sports Arena Linear Park		7.30	Proposed linear park, approximately 30 feet wide, along Sports Arena boulevard located on city owned property.	Design and construction of a group picnic area, shade structure, plaza or amphitheater, a jogging trail or bike path separated from the primary pedestrian sidewalk, comfort station, multi-purpose hardcourt, children's play area or a skateboard area, site furniture, fitness stations, game tables, art elements, drinking fountain, interpretive signage, and landscaping. Private property (4.16 acres) would need to be acquired.
H	Dutch Flats Linear Park		4.16	Proposed linear park, approximately 30 feet wide, on private property along Sports Arena Boulevard, and along the proposed Dutch Flats Parkway, Barnett Avenue and Charles Lindbergh Parkway.	

FIGURE 7-1: PARKS AND RECREATION FACILITIES



A. San Diego River Park Pathway

B. San Diego River Mini Park

C. Sports Arena Green

D. Sports Arena Square

E. Sports Arena Linear Park

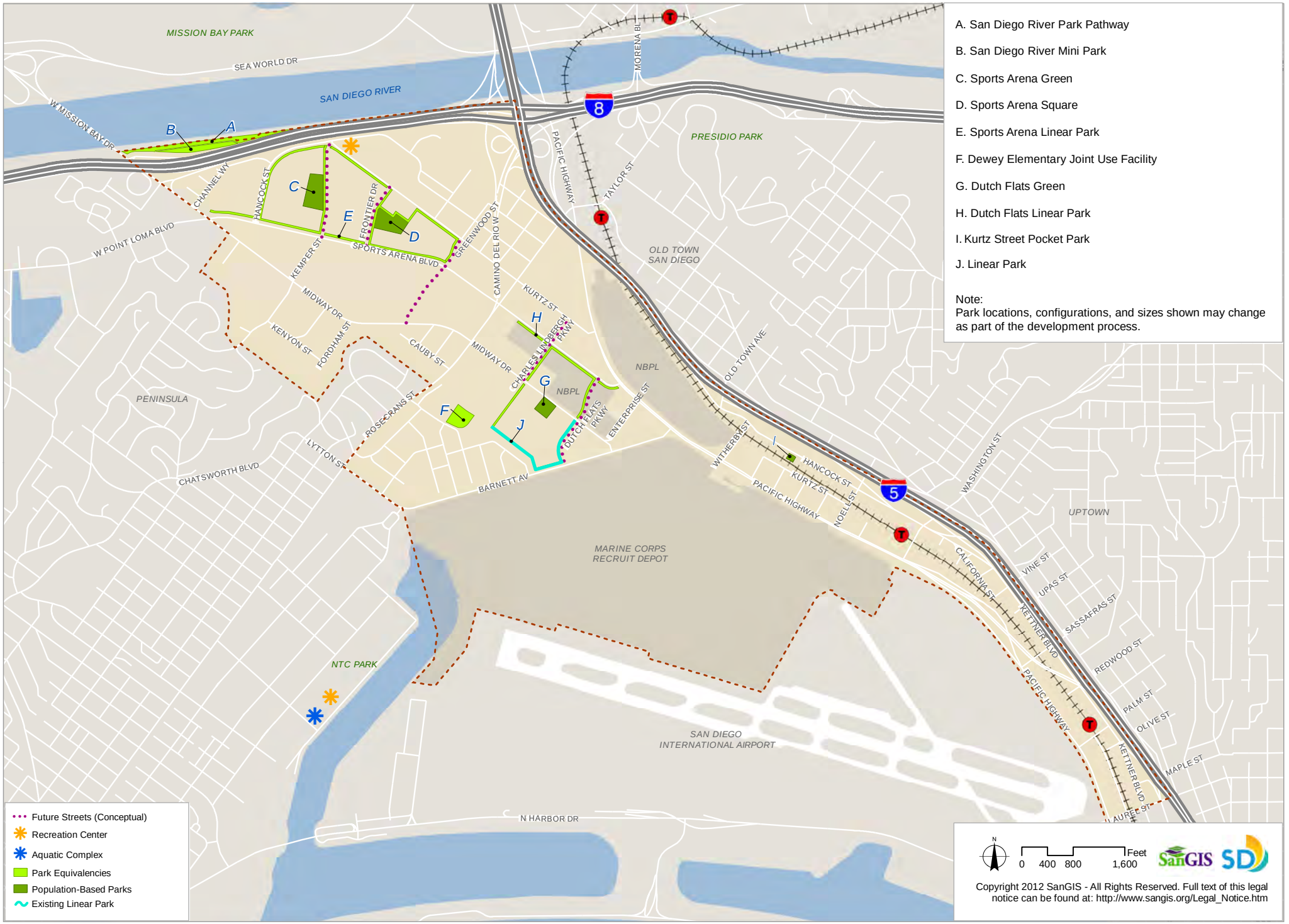
F. Dewey Elementary Joint Use Facility

G. Dutch Flats Green

H. Dutch Flats Linear Park

I. Kurtz Street Pocket Park

Note:
Park locations, configurations, and sizes shown may change as part of the development process.



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TABLE 7-2: SUMMARY OF PROPOSED POPULATION-BASED PARKS AND RECREATION FACILITIES

POPULATION-BASED PARKS	USABLE ACREAGE
Proposed Population-Based Parks and Park Equivalencies	~~29.86~~ 26.76
Population-Based Parks Needs at Full Community Development	79.13
Population-Based Park Deficit at Full Community Development	49.27
RECREATION CENTER	**SIZE (SQUARE FEET)**
Midway - Pacific Highway Recreation Center*	17,000
NTC Recreation Center*	19,650
Recreation Center Needs at Full Community Development	19,220
Recreation Center Deficit at Full Community Development	0
AQUATIC COMPLEXES	**SIZE**
NTC/Liberty Station Aquatic Complex*	N/A
Proposed Aquatic Complex*	N/A
Aquatic Complex Needs at Full Community Development (% of Aquatic Complex)	57%
Aquatic Complexes Deficit at Full Community Development (% of Aquatic Complex)	0%

**Facility will be shared by multiple communities based on population-based need. Facility size may be adjusted in the future according to need.*

POLICIES

RE-4.1 Pursue land acquisition for the creation of public parks, with an effort to locate parkland on sites within villages or districts that promote connectivity, accessibility, safety, public health, and sustainability.

RE-4.2 Encourage new infill developments throughout the community to satisfy population-based park requirements by incorporating parks or park equivalencies on site (either privately or publicly owned).

- **A.** Establish the size of population-based parks based on the proposed number of residential units through the development review process.
- **B.** Provide flexibility in the placement of population-based parks while ensuring their public accessibility and visibility from the public right-of-way.

RE-4.3 Pursue the creation of linear parks as a component of the community's park and recreational system.

RE-4.4 Consider special activity parks on a case-by-case basis including, but not limited to, skateboard parks, off-leash dog parks, and other unique uses.

RE-4.5 Increase recreational opportunities by acquiring and developing land through street vacations, where appropriate, to provide public parks.

RE-4.6 Consider opportunities to increase population-based parks and park equivalencies in a manner consistent with the Community Plan goals and policies that may arise through the development process.

RE-4.7 Coordinate with the San Diego Unified School District to explore opportunities to provide joint-use recreational space at the Dewey Elementary School.

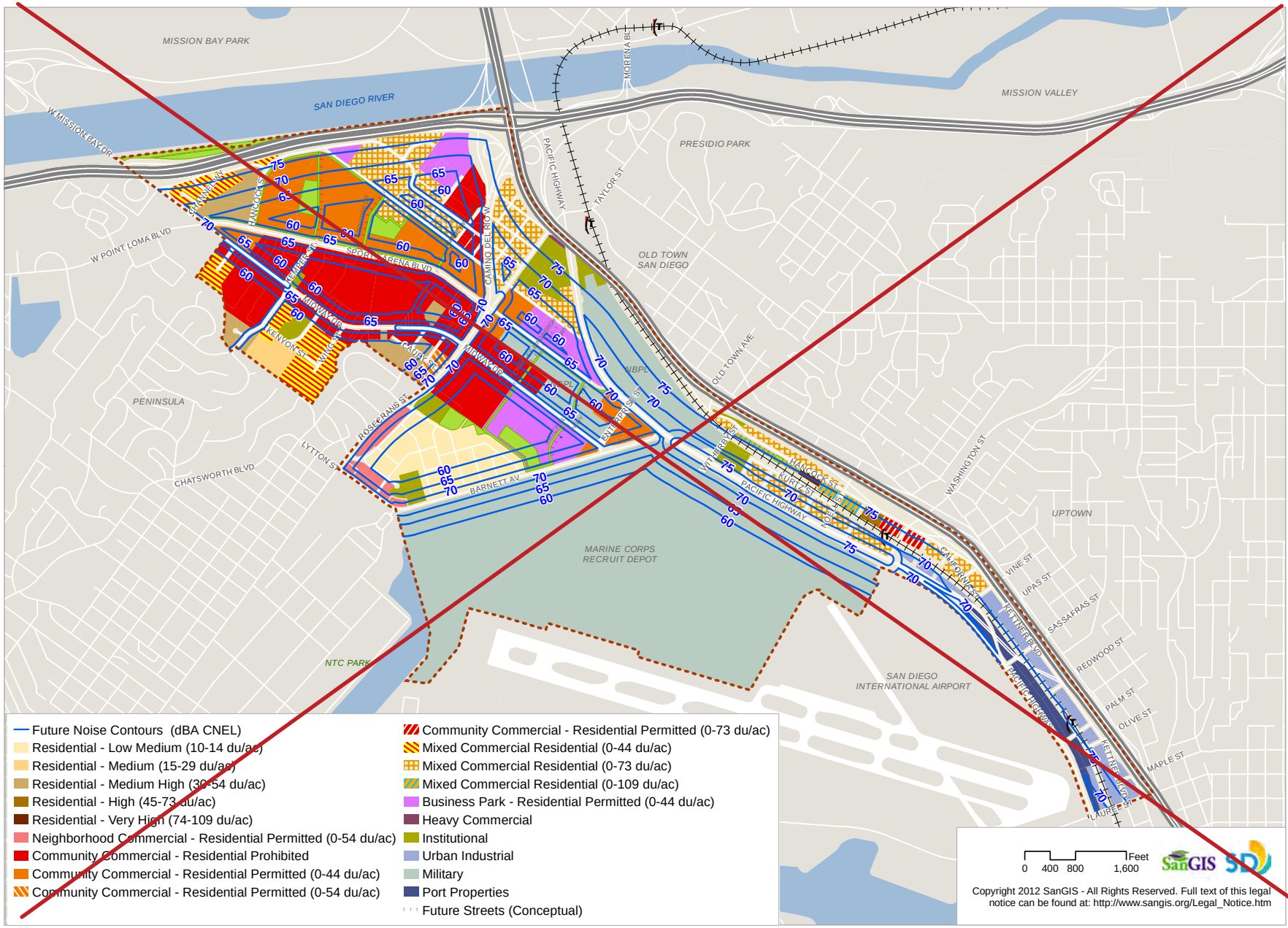
RE-4.8 Coordinate with the Federal Government to explore opportunities to create a pathway from Barnett Avenue to the Dewey Elementary Joint-Use Facility.

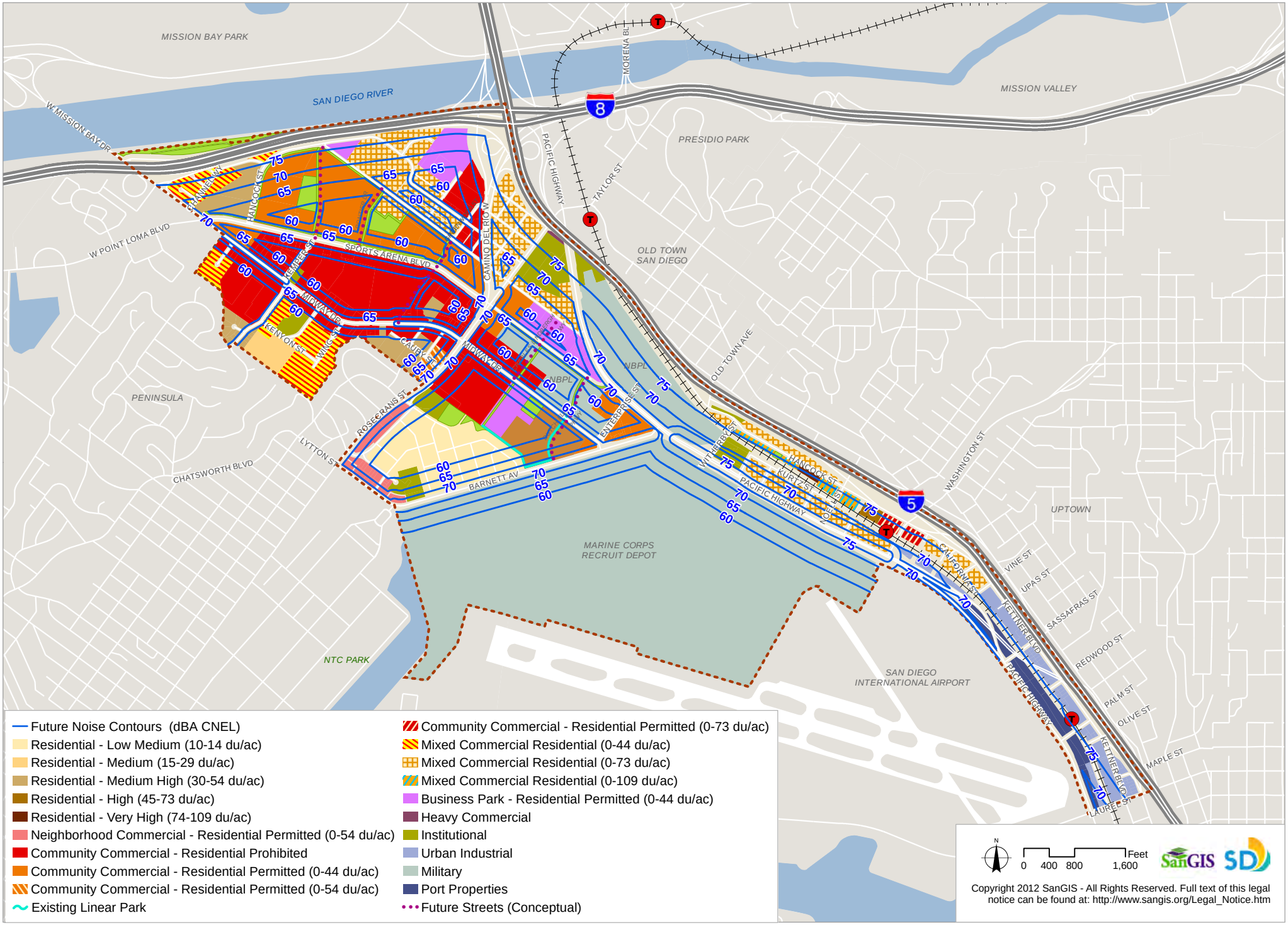
NOISE 9



9.1 Noise Environment

FIGURE 9-1: PROJECTED ROAD & RAIL NOISE CONTOURS




MISSION BAY PARK
SAN DIEGO RIVER
W MISSION BAY DR
MORENA BL
MISSION VALLEY
PRESIDIO PARK
PACIFIC HIGHWAY
TAYLOR ST
OLD TOWN SAN DIEGO
W POINT LOMA BLVD
SPORTS ARENA BLVD
CAMINO DEL RIO W
HANCOCK ST
CHAMPION WAY
TEMPLETON ST
MIDWAY DR
KENYON ST
WINONA ST
CALDY AV
NBPL
ENTERPRISE ST
OLD TOWN AVE
WITHERBY ST
KURTZ ST
WASHINGTON ST
PENINSULA
ROSECRANS ST
LYTTON ST
CHATSWORTH BLVD
BARNETT AV
MARINE CORPS RECRUIT DEPOT
UPTOWN
CALIFORNIA ST
VINE ST
UPAS ST
SASSAFRAS ST
KETTNER BLVD
REDWOOD ST
PALM ST
OLIVE ST
MAPLE ST
LAUREL ST
NTC PARK
SAN DIEGO INTERNATIONAL AIRPORT
Future Noise Contours (dBA CNEL)
Residential - Low Medium (10-14 du/ac)
Residential - Medium (15-29 du/ac)
Residential - Medium High (30-54 du/ac)
Residential - High (45-73 du/ac)
Residential - Very High (74-109 du/ac)
Neighborhood Commercial - Residential Permitted (0-54 du/ac)
Community Commercial - Residential Prohibited
Community Commercial - Residential Permitted (0-44 du/ac)
Community Commercial - Residential Permitted (0-54 du/ac)
Existing Linear Park
Community Commercial - Residential Permitted (0-73 du/ac)
Mixed Commercial Residential (0-44 du/ac)
Mixed Commercial Residential (0-73 du/ac)
Mixed Commercial Residential (0-109 du/ac)
Business Park - Residential Permitted (0-44 du/ac)
Heavy Commercial
Institutional
Urban Industrial
Military
Port Properties
Future Streets (Conceptual)
N
0 400 800 1,600 Feet
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ORDINANCE NUMBER O-_____ (NEW SERIES)

DATE OF FINAL PASSAGE _____

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SAN DIEGO REZONING 16.05 ACRES LOCATED AT 3250 BARNETT AVENUE, 3280 BARNETT AVENUE, AND 2535 MIDWAY DRIVE (ASSESSOR PARCEL NUMBERS 450-480-15-00, 450-480-16-00, 450-480-17-00, AND 450-480-13-00), WITHIN THE MIDWAY-PACIFIC HIGHWAY COMMUNITY PLAN AREA, IN THE CITY OF SAN DIEGO, CALIFORNIA, FROM THE COMMERCIAL OFFICE ZONE (CO-3-1) TO THE RESIDENTIAL–MULTIPLE UNIT ZONE (RM-3-9) AS DEFINED BY SAN DIEGO MUNICIPAL CODE SECTION 131.0406; AND REPEALING ORDINANCE NO. O-20992, ADOPTED OCTOBER 10, 2018, OF THE ORDINANCES OF THE CITY OF SAN DIEGO INSOFAR AS IT CONFLICTS HEREWITH.

DRAFT

RECITALS

The Council of the City of San Diego (Council) adopts this Ordinance based on the following:

A. CSHV Post Pointe, LLC and HV/CAL I Midway Owner, LLC, applied to rezone a 16.50-acre site located at 3250 Barnett Avenue, 3280 Barnett Avenue, and 2535 Midway Drive, Assessor Parcel Numbers 450-480-15-00, 450-480-16-00, 450-480-17-00, and 450-480-13-00, and legally described as Phase A Parcel: Parcel 1 of Parcel Map No. 22202, in the City of San Diego, County of San Diego, State of California, Filed in the Office of the County Recorder of San Diego County on November 21, 2025 (APNs 450-480-15-00 and 450-480-16-00), Phase B Parcel: Parcel 2 of Parcel Map 22202 in the City of San Diego, County of San Diego, Filed in the Office of the County Recorder of San Diego County on November 21, 2025 (APN 450-480-17-00), and Phase C Parcel: Parcel 1 of Parcel Map No. 21693, in the City of San Diego, County of San Diego, State of California, Filed in the Office of the County Recorder of San Diego County on June 19, 2019 (APN 450-480-13-00), from the Commercial-Office Zone (CO-3-1) to

Residential–Multiple Unit Zone (RM-3-9), in the Midway-Pacific Highway Community Plan area.

B. Resolution R-_____ (General Plan and Midway-Pacific Highway Community Plan amendments), which was considered along with this Ordinance, proposes an amendment to the General Plan and Midway-Pacific Highway Community Plan to redesignate the 16.05-acre site located at 3250 Barnett Avenue, 3280 Barnett Avenue, and 2535 Midway Drive from Business Park – Residential Permitted (0 to 44 dwelling units per acre) to Residential – High (45 to 73 dwelling units per acre).

C. On November 19, 2026, the Planning Commission of the City of San Diego considered this rezone and voted to recommend Council approval. The matter was then set for a public hearing to be conducted by the Council.

D. The Office of the City Attorney prepared this Ordinance based on the information provided by City staff, including information provided by affected third parties and verified by City staff, with the understanding that this information is complete and accurate.

ACTION ITEMS

Be it ordained by the Council of the City of San Diego (Council):

Section 1. The 16.05 acres located at 3250 Barnett Avenue, 3280 Barnett Avenue, and 2535 Midway Drive, Assessor Parcel Numbers 450-480-15-00, 450-480-16-00, 450-480-17-00, and 450-480-13-00, and legally described as Phase A Parcel: Parcel 1 of Parcel Map No. 22202, in the City of San Diego, County of San Diego, State of California, Filed in the Office of the County Recorder of San Diego County on November 21, 2025 (APNs 450-480-15-00 and 450-480-16-00), Phase B Parcel: Parcel 2 of Parcel Map 22202 in the City of San Diego, County of San Diego, Filed in the Office of the County Recorder of San Diego County on November 21,

2025 (APN 450-480-17-00), and Phase C Parcel: Parcel 1 of Parcel Map No. 21693, in the City of San Diego, County of San Diego, State of California, Filed in the Office of the County Recorder of San Diego County on June 19, 2019 (APN 450-480-13-00), in the Midway-Pacific Highway Community Plan area, in the City of San Diego, California, as shown on Zone Map Drawing No. B-4383, attached as Exhibit A, filed in the Office of the City Clerk as Document No. OO-_____, is rezoned from the Commercial Office Zone (CO-3-1) to the Residential – Multiple Unit Zone (RM-3-9) as the zone is described and defined by San Diego Municipal Code Chapter 13, Article 1, Division 4. This action amends the Official Zoning Map adopted by Resolution R-301263 on March 14, 2006.

Section 2. San Diego Ordinance O- 20992 (October 10, 2018), of the ordinances of the City of San Diego is repealed insofar as it conflicts with the rezoned uses of the land by this Ordinance.

Section 3. The Council dispenses with a full reading of this Ordinance before its passage because a written copy of this Ordinance was made available to the Council and the public before the date of its passage.

Section 4. This Ordinance will take effect and be in force on the thirtieth day from and after its final passage. No building permits for development inconsistent with the provisions of this Ordinance will be issued unless complete applications for such permits are made to the City prior to the date on which the applicable provisions of this Ordinance become effective, which date is determined in accordance with the sections above.

Section 5. Before becoming effective, this Ordinance will be submitted to the San Diego County Regional Airport Authority (SDCRAA) acting as the Airport Land Use Commission (ALUC) for a consistency finding with the Airport Land Use Compatibility Plan (ALUCP) for

DRAFT

San Diego International Airport. If the ALUC determines this Ordinance is consistent with the ALUCP for San Diego International Airport, this Ordinance shall take effect and be in force on the date of the finding of consistency, provided that at least 30 days have passed from the date of final passage.

APPROVED: HEATHER FERBERT, City Attorney

By _____
Justin R. Bargar
Deputy City Attorney

JRB:nja
Month DD, YYYY
Or.Dept: DSD
CC No.: N/A
Doc. No. #######

ATTACHMENT: Exhibit A: Rezone Map Drawing No. B-4383

I certify that the Council of the City of San Diego adopted this Ordinance at a meeting held on _____.

DIANA J.S. FUENTES
City Clerk

By _____
Deputy City Clerk

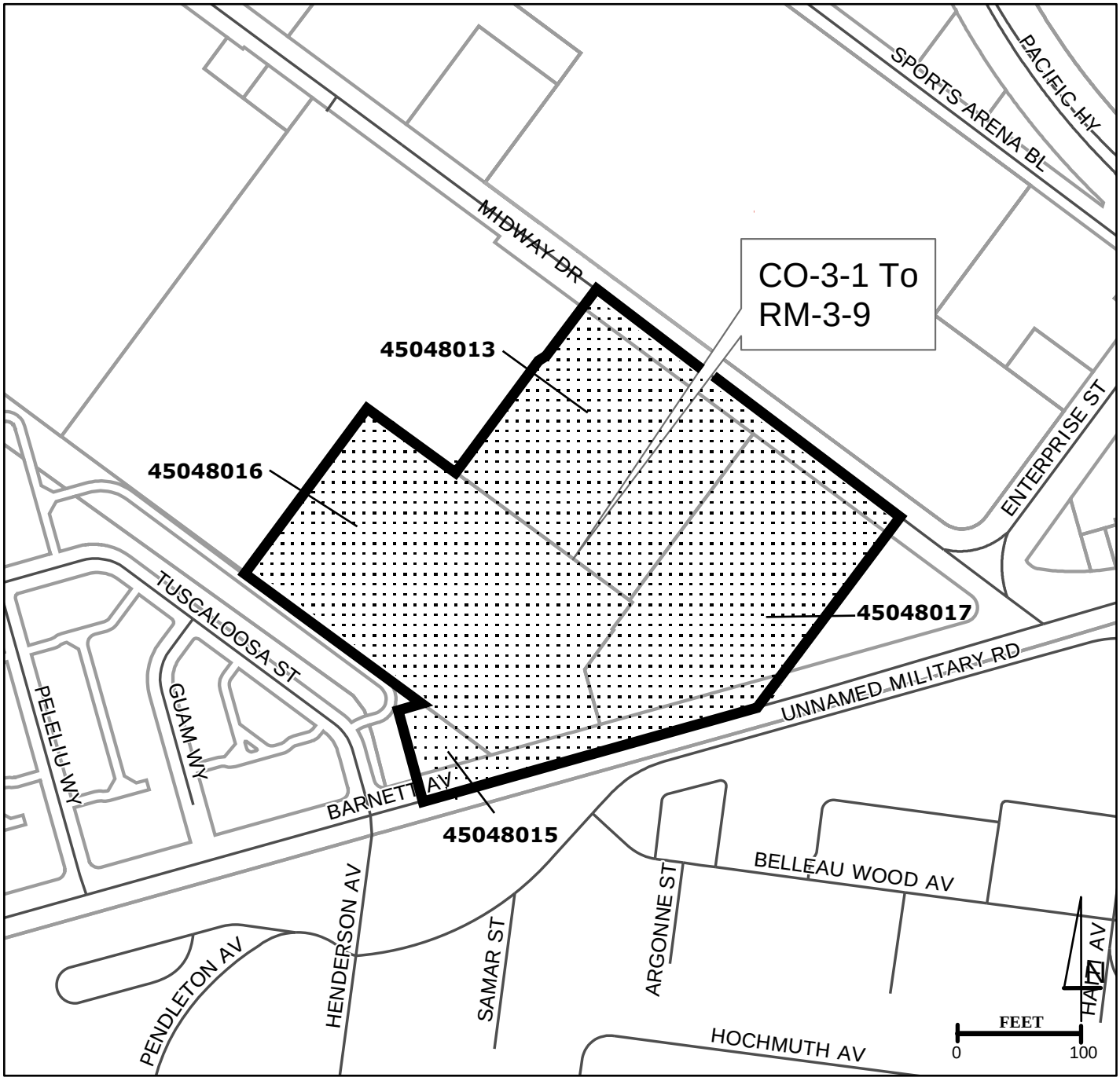
Approved: _____ _____
(date) TODD GLORIA, Mayor

Vetoed: _____ _____
(date) TODD GLORIA, Mayor

DRAFT

CITY OF SAN DIEGO • DEVELOPMENT SERVICES

PROPOSED REZONING



Phase A Parcel 1 and Phase B Parcel 2, in the City of San Diego, County of San Diego, State of California, According to Map Thereof No. 22202, Filed in the Office of the County Recorder of San Diego County on November 21, 2025. Phase C Parcel 1, in the City of San Diego, County of San Diego, State of California, According to Map Thereof No. 21693 Filed in the Office of the County Recorder of San Diego County on June 19, 2019.

B-4383

ORDINANCE NO. _____

EFF. DATE ORD. _____

ZONING SUBJ. TO _____

BEFORE DATE _____

EFF. DATE ZONING _____

REQUEST **CO-3-1 to RM-3-9**

PLANNING COMMISSION RECOMMENDATION

CITY COUNCIL ACTION

DEVELOPMENT SERVICES MANAGER

APNs: 45048015,45048016,45048017, and 45048013

Document Path: L:\GIS\PGIS\B and C Sheets\B4383_PostPointFormerPostOffice_DRAFT.aprx
Date: 4/20/2026

ATTACHMENT 8

City of San Diego
Development Services
1222 First Ave., MS-302
San Diego, CA 92101

Community Planning Committee Distribution Form

Project Name:	Project Number:
Post Point CPA/Rezone	PRJ-1124273

Community: Midway-Pacific Highway

For project scope and contact information (project manager and applicant), log into OpenDSD at https://aca.accela.com/SANDIEGO.

Select "Search for Project Status" and input the Project Number to access project information.

- ❒ Vote to Approve
- ● Vote to Approve with Conditions Listed Below
- ❒ Vote to Approve with Non-Binding Recommendations Listed Below
- ❒ Vote to Deny

Date of Vote: February 19, 2025

# of Members Yes	# of Members No	# of Members Abstain
9	0	0

Conditions or Recommendations:
Applicant agrees to return to the planning group to provide major project milestones or changes.

❒ No Action
(Please specify, e.g., Need further information, Split vote, Lack of quorum, etc.)

NAME: Jason Vieira

TITLE: Chair

DATE: July 22, 2025

City of San Diego
Development Services
1222 First Ave., MS 302
San Diego, CA 92101
(619) 446-5000

Ownership Disclosure Statement

FORM
DS-318
October 2017

Approval Type: *Check appropriate box for type of approval(s) requested:* ❑ Neighborhood Use Permit ❑ Coastal Development Permit ❑ Neighborhood Development Permit ❑ Site Development Permit ❑ Planned Development Permit ❑ Conditional Use Permit ❑ Variance ❑ Tentative Map ❑ Vesting Tentative Map ❑ Map Waiver ❑ Land Use Plan Amendment • ☒ **Other** Community Plan Amendment/Rezone

Project Title: Post Point Apartments Community Plan Amendment **Project No. *For City Use Only*:**

Project Address: 2535 Midway Drive, 3250 Barnett Avenue, 3280 Barnett Avenue, San Diego, CA

Specify Form of Ownership/Legal Status (please check):

❑ Corporation ☒ Limited Liability -or- ❑ General – What State? DE Corporate Identification No.

❑ Partnership ❑ Individual

By signing the Ownership Disclosure Statement, the owner(s) acknowledge that an application for a permit, map or other matter will be filed with the City of San Diego on the subject property with the intent to record an encumbrance against the property. Please list below the owner(s), applicant(s), and other financially interested persons of the above referenced property. A financially interested party includes any individual, firm, co-partnership, joint venture, association, social club, fraternal organization, corporation, estate, trust, receiver or syndicate with a financial interest in the application. If the applicant includes a corporation or partnership, include the names, titles, addresses of all individuals owning more than 10% of the shares. If a publicly-owned corporation, include the names, titles, and addresses of the corporate officers. (A separate page may be attached if necessary.) If any person is a nonprofit organization or a trust, list the names and addresses of **ANY** person serving as an officer or director of the nonprofit organization or as trustee or beneficiary of the nonprofit organization. A signature is required of at least one of the property owners. Attach additional pages if needed. Note: The applicant is responsible for notifying the Project Manager of any changes in ownership during the time the application is being processed or considered. Changes in ownership are to be given to the Project Manager at least thirty days prior to any public hearing on the subject property. Failure to provide accurate and current ownership information could result in a delay in the hearing process.

Property Owner

Name of Individual: HV Cal I Midway Owner LLC ☒ Owner ❑ Tenant/Lessee ❑ Successor Agency

Street Address: 400 Howard Street

City: San Francisco State: CA Zip: 94105

Phone No.: 415-67-06214 Fax No.: Email: derek.helgeson@blackrock.com

Signature: Authorized Person of BlackRock Realty Advisors, Inc., its Authorized Agent Date: February 6, 2024

Additional pages Attached: ❑ Yes ☒ No

Applicant

Name of Individual: Fairfield, Authorized Agent ❑ Owner ❑ Tenant/Lessee ❑ Successor Agency

Street Address: 5355 Mira Sorrento Place, Ste 100

City: San Diego State: CA Zip: 92121

Phone No.: 858-922-3478 Fax No.: Email: shenkel@gmail.com

Signature: Shannyn Henkel Digitally signed by Shannyn Henkel Date: 2024.01.18 16:24:17 -08'00' Date: January 1, 2024

Additional pages Attached: ❑ Yes ☒ No

Other Financially Interested Persons

Name of Individual: CSHV Post Pointe LLC ❑ Owner ❑ Tenant/Lessee ❑ Successor Agency

Street Address: 400 Howard Street

City: San Francisco State: CA Zip: 94105

Phone No.: 415-670-6214 Fax No.: Email: derek.helgeson@blackrock.com

Signature: Authorized Person of BlackRock Realty Advisors, Inc., its Authorized Agent Date: February 6, 2024

Additional pages Attached: ❑ Yes ❑ No